Corridor Planning Standards + Potential Performance Measures

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1. Transportation improvements should connect people with potential places of employment and regional activity centers, particularly people who are currently underserved by the transportation system.

1.1. Provide new or improved flexibility and efficiency of transportation connections between residents and suitable employment opportunities. [Options Feasibility]

1.1. Performance Measures:

1.1.1. Number of households matched to suitable employment opportunities based on level of education needed.

1.1.2. Improvement in connectivity between employment center needs and areas with households offering compatible educational attainment, skill sets, or stated occupations (using ¼ and 1-1/2 mile buffer from point of origin).

1.1.3. Increase in modes, capacity and level of service along connecting routes

1.2. Preserve, enhance, or increase access to local destinations and key community assets, including: [Options Feasibility]

1.2.a. Community and health facilities,
1.2.b. Higher education facilities,
1.2.c. Lodging,
1.2.d. Commercial retail centers,
1.2.e. Social service facilities,
1.2.f. Active recreational facilities,
1.2.g. Entertainment facilities,
1.2.h. Cultural amenities,
1.2.i. Government facilities,
1.2.j. Secondary education facilities,
1.2.k. Public or private parks, and
1.2.l. Established downtowns.

1.2. Performance Measures:

1.2.1. The number of linkages between a particular destinations and other assets (public input may be needed to weight relative importance of destinations)

1.2.2. The increase in the number of destinations served by multiple modes of travel.
1.2.3. The increase in the frequency of existing transit service stops at existing destinations

1.2.4. The increase in the number of destination served by sidewalks and bicycle facilities.

1.2.5. Increase in modes of travel to destinations and assets (could include added transit stops at convenient times, sidewalks, shared paths, bike lanes or similar additions)

1.3. Provide multiple modes of travel that are attractive to intended users in terms of cost, convenience and travel time. [Systems Analysis]

1.3. Performance Measures:

1.3.1. The difference between cost per mile traveled to the user for transit and single occupancy vehicles.

1.3.2. Increase in the number of modes of connection between targeted destinations.

1.3.3. The decrease in the wait time between connections for transit or inter-modal travel.

1.3.4. The decrease in headway on targeted transit routes.

1.3.5. The decrease in the difference in travel time and projected cost for modes of travel such as automobile travel, auto/bus commuter transit, bike or walk/bus transit, or other method of travel.

1.4. Promote seamless mode choices by: [1.4.a-c Options Feasibility; 1.4.d Design]

1.4.a. Incorporating improvements for more than one mode of travel,

1.4.b. Providing efficient connection between modes of travel,

1.4.c. Providing for the entire trip, and

1.4.d. Including adequate integration-related amenities (such as bike storage on transit or commuter parking)?

1.4. Performance Measures:

1.4.1. Number of modes improved

1.4.2. Increase in the ease of linkages between modes to enhance accessibility and decrease obstacles to transfers

1.4.3. Increase in the number of amenities that support integration and promote use such as bike storage, commuter parking spaces into the multimodal system and pedestrian/bike paths connecting to targeted destinations.

1.4.4. Reduction (or improvement) in impact of growth on congestion or level of service within the proposed service area.

1.4.5. The increase in sidewalks across parking areas linking transit or existing sidewalks with final destinations.

1.5. Reduce congestion by promoting convenient and efficient alternatives to local automobile trips. [Systems Analysis]

1.5.1 See above
2. **Transportation improvements should be compatible with existing local plans and redevelopment objectives, or result in changes and patterns that are desired by impacted community(ies).**

2.1. Support local development or redevelopment efforts that have resulted from a public planning process conducted or updated within the last five years. [Community Development/Land Use, Systems Analysis]

   - **Performance Measures:**
     
     2.1.1. **Number of instances and nature/extent of compatibility between transportation improvements and major local development or redevelopment efforts such as brownfield redevelopment, large scale development activity or revitalization programs (for downtowns, neighborhoods, employment/retail centers or industrial districts)**
     
     2.1.2. **The level of compatibility between the scale of transportation improvements and the scale of local development or redevelopment efforts.**

2.2. Identify and reduce conflict with current, local community development plans that have resulted from a public planning process. [Community Development/Land Use, Systems Analysis]

   - **Performance Measures:**
     
     2.2.1. **Number of instances and nature/extent of compatibility between transportation improvements and local community development plans (may include comprehensive plans, mobility plans, revitalization or economic development strategies, housing plans, or other long range studies)**
     
     2.2.2. **The degree to which transportation improvements are located in areas with planned increases in transportation needs**

2.3. Protect or strengthen the visual character and design integrity associated with the existing building stock of established downtowns and neighborhoods through which transportation improvements may pass. [Design]

   - **Performance Measures:**
     
     2.3.1. **The extent to which, at the planning stage, the character of areas through which transportation improvements pass have been documented (in a cursory manner during initial planning stages, but in detail upon selecting preferred alternatives). Features of the built environment should include age of structures, architecture type/detail, mix of uses/activities, relationship to the surrounding area, placement/massing, yard/setbacks, additional key features of sites (such as lighting, signage, vegetation), development pattern, and important viewsheds.**
     
     2.3.2. **The extent to which, at the design stage, the character analysis has been used as a tool for maintaining/improving context sensitivity and preserving local character.**
2.3.3. The degree to which the existing character of the surrounding built environment, such as the pattern of roadways or buildings, the number of buildings, or the relationship of the buildings to the road, is disrupted due to proposed transportation improvements.

2.3.4. The number of roadway intersections closed

2.3.5. The number of new roadways created that conflict with the existing pattern of roadways in the surrounding area.

2.4. Preserve, enhance or expand the existing or planned character of streetscapes along which transportation improvements may pass. [Design]

- Performance Measures:

2.4.1. The extent to which, at the planning stage, the character of the existing streetscape through which transportation improvements pass have been documented (in a cursory manner during initial planning stages, but in detail upon selecting preferred alternatives). Features of the streetscape should include age of structures within the streetscape (such as transit stops/shelters), materials, amenities, patterns, historic integrity, medians, landscaping/street trees (including use of vegetation, types, sizes, densities, patterns and purpose), lighting standards, signage, sidewalks (width, patterns, materials), street widths, patterns and important viewsheds.

2.4.2. The degree to which, at the design stage, the character documentation has been used as a tool for maintaining/improving context sensitivity and preserving local character.

2.4.3. Manner in which proposed improvements impact the character of the streetscape (elements/patterns disrupted, removed, modified, preserved, replaced or enhanced)

2.4.4. The number additions or deletions to the street tree inventory.

2.4.5. The increase in the width or total area of sidewalk in the project area

2.4.6. The increase or decrease in existing night time light levels.

2.5. Incorporate elements of surrounding character (existing or planned) into design of transportation improvements during the planning and design process for preferred transportation system improvements. [Design]

- Performance Measures:

2.5.1. To be used in the design stage based upon planning stage documentation of character for the surrounding built environment, streetscape and patterns of development.

2.5.2. Manner in which proposed improvements integrate into, compliment or continue the character of the surrounding area including all aspects of system design (for example, transit would include station design, parking system, amenities, treatments along the transit corridor, as well as other features)

2.5.3. Number and type of compatibilities with surrounding character
2.6. Respect long established and locally preferred roadway patterns in downtowns and neighborhoods through which transportation improvements may pass. [Design, see Goal #4, Objective #1 may need more interesting/richer measures]

- **Performance Measures:**

  2.6.1. *The extent to which, at the planning stage, the character of the existing and planned mobility network in the areas through which transportation improvements pass have been documented (in a cursory manner during initial planning stages, but in detail upon selecting preferred alternatives). Features of the mobility pattern should include the general street pattern (grid, curvilinear system, avenues, parkways, multiway boulevards, etc.), roadway characteristics (street width, pavement and curbing material, traffic calming features, intersection treatments, design speed, on-street parking, medians, etc.), parking characteristics, transit stop and corridor characteristics, sidewalks/trails/paths characteristics, connectivity, and other notable traits (roundabouts, historic roadways).*

  2.6.2. *The degree to which, at the design stage, the existing character documentation has been used as a tool for maintaining/improving context sensitivity and preserving local character.*

  2.6.3. *Manner in which proposed improvements impact the character of the mobility network (travel patterns, mode choice, or overall mobility network design disrupted, removed, modified, preserved, replaced or enhanced).*

  2.6.4. *Modification to the width of the roadway surface (curb to curb).*

  2.6.5. *The number of intersections closed.*

  2.6.6. *The number of new roadways created that conflict with the existing pattern of roadways in the surrounding area.*

  2.6.7. *The degree to which green space next to the road is preserved.*

2.7. Promote efforts or activities that resolve adverse impacts of the proposed transportation improvement. [Design, see Goal #4, Objective #1]

- **Performance Measures:**

  2.7.1. *The number of businesses displaced.*

  2.7.2. *The number of housing units displaced.*

  2.7.3. *The number of affordable income housing units displaced.*

  2.7.4. *The amount of pervious surface converted to impervious surface.*

  2.7.5. *The amount of sensitive environmental resources disturbed.*

  2.7.6. *Number of mitigating steps taken to address adverse impacts*

  2.7.7. *Number of lost housing units replaced or existence of an affordable housing replacement strategy (could be placed in the mitigation standard)*
3. Transportation improvements should promote and encourage a variety of housing types, including affordable housing.

3.1. Maintain or enhance the current levels of housing diversity and affordable housing units in communities through which improvements pass. [Options Feasibility, see also Goal #4, Objective #1].

   Performance Measures:

3.1.1. The degree to which, at the planning stage, the character of the housing stock potentially impacted by transportation improvements has been documented (in a cursory manner during initial planning stages, but in detail upon selecting preferred alternatives). Features of the housing stock should include age of structures/historic integrity, affordability, accessibility, quality, architecture type/detail, mix of housing types.

3.1.2. Number, type and condition of existing housing units potentially displaced and implications for housing diversity.

3.1.3. Number, type and condition of existing affordable housing units potentially displaced based upon predetermined and recognized definitions for affordability (such as an affordability index or in comparison to income limits established by HUD).

3.1.4. Level of diversity added by planned or new housing units added as part of a replacement strategy

3.2. Incorporate design techniques, modes, or patterns that encourage housing options, diversity and transit oriented development (for example: on-street parking, wide sidewalks, narrow streets, and an area transit station).

   Performance Measures:

3.2.1. The number of on-street parking added or subtracted.

3.2.2. The number of residential units within ¼ mile radius around a new or enhanced local transit stations.

3.2.3. The amount of retail space within 1/8 mile radius of new or improved local transit stations.

3.2.4. The number of directions from which easy pedestrian access to new or enhanced transit stations is possible.

3.2.5. The appropriateness of the roadway widths for the surrounding land uses.

3.2.6. Number and extent of improvements not listed above designed to improve housing options, diversity and transit oriented development including incorporation of on-street parking, wide sidewalks, coordination with transit, and pedestrian and market friendly roadway widths

4. Transportation improvements should be planned and designed for a diverse set of users.

4.1. Provide new or improved flexibility and efficiency for trips beyond traditional 9:00am to 5:00pm work hours, including: [Options Feasibility]

   4.1.a. Weekend/Saturday service,
4.1.b. Midday service,
4.1.c. After hours service,
4.1.d. 2\textsuperscript{nd}/3\textsuperscript{rd} shift service, particularly peak hour operation, and
4.1.e. Expanded evening service.

- **Performance Measures:**
  
  4.1.1. *Increase in transit routes, in potential transfers between transit routes, in transit stops, in frequency of transit service, and/or in territory served by transit routes operating outside of the 9 to 5 weekday window* 

4.2. Increase safety, reliability, understandability, and ease of use of a multi-modal transportation system for all users. [Design]

4.2.a. Standardized symbology,
4.2.b. User interface,
4.2.c. Physical design (including ADA compatibility), and
4.2.d. “Real time” information.

- **Performance Measures:**

  4.2.1. *The degree of ADA compliance for sidewalks, shared use paths, buses, trains, and other forms of transportation*

  4.2.2. *The level of use of international symbols on transportation system signage.*

  4.2.3. *Real or projected decrease in crashes or personal accidents related to the transportation system.*

  4.2.4. *The real or projected level of on-time performance for transit services.*

  4.2.5. *The ease of transition between different modes of transportation.*

4.3. Include the participation of a diverse set of people that represent a variety of demographic and economic backgrounds in the planning and design process for preferred transportation system improvements. [Options Feasibility]

- **Performance Measures:**

  4.3.1. *The level of participation in the public input process from individuals living in locations representative of the population to be served.*

  4.3.2. *The degree to which representation on project steering committees reflects demographics of the areas to be served or impacted by the proposed transportation improvements.*

  4.3.3. *The level of effort made to involve local communities in the planning and design process of transportation improvements.*

  4.3.4. *The level of attendance at meetings of individuals in areas designated as typically “underrepresented” (using a measure and technique that provides a balance between desire to reach all*
individuals and right to privacy - such as asking people to voluntarily mark where they live at a meeting and visually comparing the information to readily available data about population characteristics)

4.4. Enhance bicycle and pedestrian access and integration within the multimodal transportation system. [Design]

- Performance Measures:

  4.4.1. Increases in the bicycle and pedestrian mobility network, including sidewalks, and shared use paths.

  4.4.2. Increase in the number of targeted destinations served by sidewalks and shared use paths.

  4.4.3. Increase in amenities related to bicycle and pedestrian activities such as bike storage, street furniture, and safety devices including crosswalks, pedestrian signals, neckdowns and pedestrian and bicycle signage.

  4.4.4. Increase in the ability and ease to bring bicycles on trains and buses.

  4.4.5. The percentage of non-limited access highways in the project area that have sidewalks along at least one side.

  4.4.6. The percentage of non-limited access highways in the project area that have on or off road bicycle facilities in the same right-of-way.