

DRAFT Evaluation Scores

Minor Widening, Intersections and Signals

The criteria for evaluating applications for new funding commitments are used to measure how well they advance the six goals identified for the MTP.

Through transportation:

- Reduce per capita **energy** consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.
- Protect **natural resources** and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.
- Position Central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally.
- Create **sustainable neighborhoods** to improve residents' quality of life.
- Increase regional **collaboration** and employ innovative transportation solutions to maximize the return on public expenditures.
- Use public investments to benefit the **health, safety, and welfare** of people

Data for the criteria in each goal was compiled. The overall score for each goal is on a scale of 1 to 10 subjectively based on an overall consideration of the data and qualitative statements with regard to each criterion. Although there is no specific weighting of criteria within each goal, there are three levels of priority among the criteria for each goal (A, B, and C) as shown in the Criteria Tables within the Policies. The score is also established relative to the other applications' information for the goal. If the data associated with a particular goal do not provide a meaningful distinction between two applications, they received the same score for that goal. For minor differences, the scores between two applications will be close to each other. For applications that are clearly separated based on the goal criteria, the applications scores will be significantly different. Included with the goal score is a brief rationale for the score. The Minor Widening, Intersections and Signals category is evaluated on the following criteria:

Energy

- Vehicle Miles of Travel (A)
- Components that Save Energy (B)
- Other Extraordinary Aspects (B)

Natural Resources

- Emission Reduction (A)
- Addressing Sensitive Land Issues (B)
- Water Runoff Quality & Quantity (B)
- Vegetation and Habitat Restoration (B)
- Other Extraordinary Aspects (B)

Economic Opportunity

- Congestion Relief (A)
- Job Retention & Creation (A)
- Development Readiness (B)
- Travel Time Uncertainty & Delay Reduction (B)
- Traffic Composition (B)
- Other Considerations (C)

Sustainable Neighborhoods

- Origin/Destination Density (A)
- Pedestrian System (B)
- Bikeway System (B)
- Displacements (B)
- On Transit Line (C)
- Transit System (C)
- Other Considerations (B)

Collaboration

- Percent and Amount of MORPC Funding Requested (A)

- Documentation of Support and Collaboration (B)
- Origin of Project/Project Readiness (B)
- Percent and Amount of Private Sector Funding (B)
- Applicant Priority Ranking (C)
- Small Agency Funding Capacity (C)

Health, Safety & Welfare

- Crash Reduction (A)
- Facility Condition (A)
- Environmental Justice (B)
- System Life (C)
- Other Considerations (C)

The following pages provide the DRAFT score (1 to 10) by goal and brief rationale. Staff requests the AFC to review these and provide feedback by December 30. Revised scores will be provided to AFC for review on January 6 in advance of the January 20 AFC Meeting.

The final pages provide the total score in order from highest to lowest. These scores reflect the goal score weighted as established in the Policies (shown below). Also, shown are the scores by goal and rationale for each goal.

Activity Category	Economy	Natural Resources	Energy	Collaboration	Health, Safety & Welfare	Sustainable Neighborhoods
Minor Widening/Intersections/Signals	20	10	10	15	30	15

Economic Opportunity Summary - PRELIMINARY DRAFT

Minor Widening/Intersection

		Total Score		
Map ID	Project Title	En	Co	We
EO Score	EO_Rationale		SN	NR
206	<u>Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road</u>			58.5
8	The project is near the top in the category in terms of congestion relief and addressing a congestion issue hampering economic development. It is also highest in existing jobs in the area. No significant new jobs cited as a result of the project although the land in the project area is development ready. It is highest in terms of current travel time uncertainty but provides only in the low range of delay reduction of the projects in the category. It is below average in terms of the combination of existing ADT, future ADT and truck percentage. Other consideration is that the project is in an “Opportunity Zone” making the area eligible for CDBG and possibly other grants to further improve the area.	6	2 7	7 2
210	<u>SR 37 (E. Central Ave.) Improvements</u>			43.5
7	The project is top in terms of congestion relief although not cited that congestion is hampering economic development. It is in lower half in number of existing jobs with additional jobs coming to the area not necessarily as a result of the project. The land in the project area is development ready. It is average in terms of current travel time uncertainty while above average in delay reduction of the projects in the category. It is top five in terms of the combination of existing ADT, future ADT and truck percentage. Other consideration is that project is on route connecting US 23 to I-71.	2	6 3	4 2
209	<u>Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue</u>			61.0
7	The project is near the top in the category in terms of congestion relief with the awkward movement at the parallel road intersections hampering economic development. It is second highest of the category in number of existing jobs. No significant new jobs are cited as a result of the project although the land in the project area is development ready. It is average in terms of current travel time uncertainty while above average in delay reduction of the projects in the category. It is top two in terms of the combination of existing ADT, future ADT and truck percentage. No significant other considerations.	6	3 9	7 2
211	<u>Trabue Road (Lake Shore Drive to Riverside Drive)</u>			58.5
6	The project is above average in terms of congestion relief although not cited that congestion is hampering economic development. It is below average in number of existing jobs with additional jobs coming to the area. Land in the project area is development ready. It is below average in terms of current travel time uncertainty but second highest in delay reduction of the projects in the category. It is top five in terms of the combination of existing ADT, future ADT and truck percentage. No significant other considerations.	7	5 8	6 2
205	<u>Hilliard Rome Road at Renner Road</u>			48.0
6	By itself, the project only addresses part of the congestion in the Hillard-Rome Road area that is hampering economic growth in the area. It is above average in number of existing jobs. No significant new jobs are cited as a result of the project although the land in the project area is development ready. It is above average in terms of current travel time uncertainty while average in delay reduction of the projects in the category. It is top two in terms of the combination of existing ADT, future ADT and truck percentage. Other consideration is that project supports economic and housing development in a broader area north and west of the project and is key bottleneck to getting to and from I-70.	5	3 7	5 1
208	<u>SR 161 and Linworth Road Improvements</u>			58.5
6	Compared to other projects in the category, the project is in the low end of providing corridor congestion relief. It is in the lower end in number of existing jobs. No significant new jobs are cited as a result of the project although the land in the project area is development ready. It is average in terms of current travel time uncertainty but highest in delay reduction of the projects in the category. It is top five in terms of the combination of existing ADT, future ADT and truck percentage. Other consideration is that project is on a cross county route in this part of the region.	3	7 8	6 3
204	<u>Refugee Road at Hines Road</u>			39.0
5	The project is above average in terms of congestion relief although not cited that congestion is hampering economic development. It is lowest in existing jobs in the project area with no significant new jobs cited although land in the vicinity is development ready. It is below average in travel time uncertainty and bottom two in terms of delay reduction. It is below average in terms of the combination of existing ADT, future ADT and truck percentage. Other consideration is that project is near and Economic Distress and Reinvestment Incentive area and will support improvements to the area.	3	3 5	4 2
207	<u>North Cassady Avenue</u>			50.0
4	By itself, the project only addresses part of the congestion in the Cassady Avenue area that is hampering economic growth in the area. It is above average in number of existing jobs. No significant new jobs are cited as a result of the project although the land in the project area is development ready. It is above average in travel time uncertainty but in bottom two in terms of delay reduction. It is low in terms of the combination of existing ADT, future ADT and truck percentage. No significant other considerations.	1	2 8	8 2

Economic Opportunity Summary - PRELIMINARY DRAFT

Minor Widening/Intersection

		Total Score		
Map ID	Project Title	En	Co	We
EO Score	EO_Rationale	SN	NR	
202	Cassady Avenue, Seventh Avenue to Demonye Road			43.0
4	The project is low in terms of congestion relief and congestion not cited as hampering economic development. It is in the average in number of existing jobs. No significant new jobs are cited as a result of the project although the land in the project area is development ready. It is high in travel time uncertainty and above average in terms of delay reduction. It is lowest in terms of the combination of existing ADT, future ADT and truck percentage. No significant other considerations.	2	2 6	6 3

Collaboration Summary - PRELIMINARY DRAFT

Minor Widening/Intersection		Total Score		
Map ID	Project Title	En	EO	We
Co Score	Co_Rationale		SN	NR
208	SR 161 and Linworth Road Improvements		58.5	
7	Typical matching percentage. Moderate amount requested. Three local agencies are contributing funds. Extensive collaboration from locals and ODOT. A feasibility study has been completed on this project by ODOT & ODOT to continue funding through design. No private sector funding. Sponsor's top priority in Minor category. Sponsor is not a small agency.	3	6	6
			8	3
210	SR 37 (E. Central Ave.) Improvements		43.5	
6	Requesting a small proportion (less than 50%) of project costs. Smaller amount requested. No funding partners. Support letters from four local agencies, two local organizations and two private businesses. A traffic study and a safety study identified the need. No PDP progress. No private sector funding. Sponsor's top priority in the Minor category. Sponsor is not a small agency.	2	7	4
			3	2
211	Trabue Road (Lake Shore Drive to Riverside Drive)		58.5	
5	Requesting a small proportion (about 50%) of project costs. Smaller amount requested. No funding partners. Support letters from three local agencies. Alternatives Evaluation Report completed. No PDP progress. No private sector funding. Sponsor's top priority in the Minor category. Sponsor is not a small agency.	7	6	6
			8	2
209	Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue		61.0	
3	Requesting a smaller than typical proportion (less than 70%) of project costs. Moderate amount requested. Other agencies are contributing to other phases, but not this specific project. Countermeasures in this project were identified in a safety study of the corridor; an area plan also identified needs. No private sector funding. Sponsor's top priority in Minor category. Sponsor is not a small agency.	6	7	7
			9	2
204	Refugee Road at Hines Road		39.0	
3	Typical matching percentage. Smaller amount requested. No funding partners. Three support letters from local agencies. Need identified in corridor study. No PDP progress. No private sector funding. Not the sponsor's top priority in the Minor category. Sponsor is not a small agency.	3	5	4
			5	2
205	Hilliard Rome Road at Renner Road		48.0	
3	Typical matching percentage. Smaller amount requested. No funding partners. Three support letters (two from local agencies, one from a developer). Traffic impact study completed. No PDP progress. A developer contribution is being considered, but isn't committed. Not the sponsor's top priority in the Minor category. Sponsor is not a small agency.	5	6	5
			7	1
207	North Cassady Avenue		50.0	
2	Typical matching percentage. Moderate amount requested. No funding partners. Two support letters from a local agency and an area commission. A feasibility study has been completed on this project. No private sector funding. Not the sponsor's top priority in the Minor category. Sponsor is not a small agency.	1	4	8
			8	2
206	Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road		58.5	
2	Typical matching percentage. Moderate amount requested. No funding partners. Three support letters from local agencies. Need identified in an area plan and studies for nearby projects support the need. No PDP progress. No private sector funding. Not the sponsor's top priority in the Minor category. Sponsor is not a small agency.	6	8	7
			7	2
202	Cassady Avenue, Seventh Avenue to Demyne Road		43.0	
2	Typical matching percentage. Moderate amount requested. No funding partners. One support letter from a local agency. Alternatives Evaluation Report completed. No PDP progress. No private sector funding. Not the sponsor's top priority in the Minor category. Sponsor is not a small agency.	2	4	6
			6	3

Energy Summary - PRELIMINARY DRAFT

Minor Widening/Intersection

		Total Score		
Map ID	Project Title	Co	EO	We
En Score	En_Rationale	SN	NR	
<u>211</u>	<u>Trabue Road (Lake Shore Drive to Riverside Drive)</u>	58.5		
7	Highest VMT reduction. No other significant energy saving aspects.	5	6	6
			8	2
<u>206</u>	<u>Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road</u>	58.5		
6	High VMT reduction. It is stated that LED signal heads and street lighting will be implemented.	2	8	7
			7	2
<u>209</u>	<u>Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue</u>	61.0		
6	High VMT reduction. It is stated that LED signal heads and street lighting will be implemented.	3	7	7
			9	2
<u>205</u>	<u>Hilliard Rome Road at Renner Road</u>	48.0		
5	Above average VMT reduction. It is stated that LED signal heads and street lighting will be implemented.	3	6	5
			7	1
<u>204</u>	<u>Refugee Road at Hines Road</u>	39.0		
3	Low VMT reduction. It is stated that LED signal heads will be implemented.	3	5	4
			5	2
<u>208</u>	<u>SR 161 and Linworth Road Improvements</u>	58.5		
3	Low VMT reduction. It is stated that LED signal heads and street lighting may be implemented.	7	6	6
			8	3
<u>202</u>	<u>Cassady Avenue, Seventh Avenue to Demyne Road</u>	43.0		
2	This project ranks among the lowest in the category for VMT reduction. It is stated that LED signal heads and street lighting will be implemented.	2	4	6
			6	3
<u>210</u>	<u>SR 37 (E. Central Ave.) Improvements</u>	43.5		
2	This project ranks among the lowest in the category for VMT reduction. It is stated that LED street lighting will be implemented.	6	7	4
			3	2
<u>207</u>	<u>North Cassady Avenue</u>	50.0		
1	This project ranks among the lowest in the category for VMT reduction. No other significant energy saving aspects.	2	4	8
			8	2

Natural Resources Summary - PRELIMINARY DRAFT

Minor Widening/Intersection

		Total Score		
Map ID	Project Title	En	Co	EO
NR Score	NR_Rationale	SN	We	
<u>208</u>	<u>SR 161 and Linworth Road Improvements</u>	58.5		
3	This project is highest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	3	7	6
			8	6
<u>202</u>	<u>Cassady Avenue, Seventh Avenue to Demyne Road</u>	43.0		
3	This project is highest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	2	2	4
			6	6
<u>209</u>	<u>Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue</u>	61.0		
2	This project will not significantly impact regional emissions. There are no extraordinary impacts or problems addressed by this project.	6	3	7
			9	7
<u>210</u>	<u>SR 37 (E. Central Ave.) Improvements</u>	43.5		
2	This project will not significantly impact regional emissions. This project includes improvements to storm water management.	2	6	7
			3	4
<u>204</u>	<u>Refugee Road at Hines Road</u>	39.0		
2	This project will not significantly impact regional emissions. There are no extraordinary impacts or problems addressed by this project.	3	3	5
			5	4
<u>211</u>	<u>Trabue Road (Lake Shore Drive to Riverside Drive)</u>	58.5		
2	This project is above average in emission reductions. There are no extraordinary impacts or problems addressed by this project.	7	5	6
			8	6
<u>206</u>	<u>Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road</u>	58.5		
2	This project will not significantly impact regional emissions. There are no extraordinary impacts or problems addressed by this project.	6	2	8
			7	7
<u>207</u>	<u>North Cassady Avenue</u>	50.0		
2	This project will not significantly impact regional emissions. There are no extraordinary impacts or problems addressed by this project.	1	2	4
			8	8
<u>205</u>	<u>Hilliard Rome Road at Renner Road</u>	48.0		
1	This project may increase regional emissions. There are no unusual impacts or problems addressed by this project.	5	3	6
			7	5

Sustainable Neighborhoods Summary-PRELIMINARY DRAFT

Minor Widening/Intersection

		Total Score		
Map ID	Project Title	En	Co	We
SN Score	SN_Rationale	EO NR		
209	Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue	61.0		
9	This projects origin/destination density is above the median for this category. This project will construct a MUP and sidewalks which will connect to adjacent bike and pedestrian facilities. Transit lines exist along the project corridor, and this project will accomodate potential inclusion of transit shelters.	6	3	7
			7	2
207	North Cassady Avenue	50.0		
8	This projects origin/destination density is above the median for this category. This project will construct a MUP and sidewalk which will connect to adjacent bike and pedestrian improvements. Transit lines exist along the project corridor, and multiple transit stops will be accomodated by this project.	1	2	8
			4	2
208	SR 161 and Linworth Road Improvements	58.5		
8	This projects origin/destination density is the highest for this category. This project may displace one commercial business. This project will construct a MUP connecting existitng MUPs across the railroad. This project will also construct sidewalks where needed along the project corridor. A transit line runs through the project on Linworth Ave, and first/last mile connections will be provided by this project.	3	7	6
			6	3
211	Trabue Road (Lake Shore Drive to Riverside Drive)	58.5		
8	This projects origin/destination density is slightly below the median for this category. This project will construct a MUP and sidewalk across the Scioto River, providing a rare East-West connection for bikes and pedestrians. No transit lines exist along the project corridor, though the project will provide first/last mile connections to nearby transit stops.	7	5	6
			6	2
206	Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road	58.5		
7	This projects origin/destination density is the median for this category. This project will construct a MUP and sidewalk which will tie in to existing and planned bike and pedestrian facilities. Transit lines exist along the project corridor, and transit accomodations are included in the project.	6	2	7
			8	2
205	Hilliard Rome Road at Renner Road	48.0		
7	This projects origin/destination density is above the median for this category, This project will construct a MUP along Renner Rd and sidewalks on all but the South leg of the intersection. A wide shoulder will be included on the North leg of the intersection. Transit lines exist along the project corridor, and transit accomodations are included in the project.	5	3	5
			6	1
202	Cassady Avenue, Seventh Avenue to Demyne Road	43.0		
6	This projects origin/destination denisty is below the median for this category. This project will construct a MUP and sidewalk, which will tie in to other bike and pedestrian improvements. A transit line exists along the project corridor, and this project will include bus pads and other accomodations for transit.	2	2	6
			4	3
204	Refugee Road at Hines Road	39.0		
5	This projects origin/destination density is below the median for this category. This project will construct a MUP and sidewalks which will connect to adjacent pedestrain and bike accomodations. No transit lines exist along the project corridor, although the project will provide first/last mile connections for nearby transit stops.	3	3	4
			5	2
210	SR 37 (E. Central Ave.) Improvements	43.5		
3	This projects origin/destination density is the lowest for this category. Additionally, this project includes displacements of seven residential properties, and one commercial property. This project will improve existitng sidewalks along SR 37, and extend .1 miles of MUP along US 42. No active transit lines exist along the project corridor.	2	6	4
			7	2

Health Safety and Welfare Summary - PRELIMINARY DRAFT

Minor Widening/Intersection

		Total Score		
Map ID	Project Title	En	Co	EO
We Score	We_Rationale	SN	NR	
<u>207</u>	<u>North Cassady Avenue</u>	50.0		
8	This project has high crash numbers for this category. The existing facility condition is among the lowest for this category. Project is among the highest in serveing environmental justice populations of the category with minority proportin higher than the regional average.	1	2	4
			8	2
<u>209</u>	<u>Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue</u>	61.0		
7	This project has high crash numbers for this category. The existing facility condition is the median for this category. Project is among the highest in serveing environmental justice populations of the category with minority proportin higher than the regional average.	6	3	7
			9	2
<u>206</u>	<u>Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road</u>	58.5		
7	This project has high vehicle crash numbers for this category. The existing facility condition is among the lowest for this category. Project is in the low range in serving environmental justice populations for the category.	6	2	8
			7	2
<u>202</u>	<u>Cassady Avenue, Seventh Avenue to Demyne Road</u>	43.0		
6	This project has high pedestrian crash numbers for this category. The existing facility condition is near the median for this category. Project is among the highest in serveing environmental justice populations of the category with minority proportin higher than the regional average.	2	2	4
			6	3
<u>208</u>	<u>SR 161 and Linworth Road Improvements</u>	58.5		
6	This project has low crash numbers for this category. The existing facility condition is among the lowest for this category. Project is below the mid range in serveing environmental justice populations for the category.	3	7	6
			8	3
<u>211</u>	<u>Trabue Road (Lake Shore Drive to Riverside Drive)</u>	58.5		
6	This project has low crash numbers for this category. The existing facility condition is among the lowest for this category. Project is in the low range in serving environmental justice populations for the category.	7	5	6
			8	2
<u>205</u>	<u>Hilliard Rome Road at Renner Road</u>	48.0		
5	This project has high pedestrian crash numbers for this category. The existing facility condition is near the median for this category. Project is in the low range in serving environmental justice populations for the category.	5	3	6
			7	1
<u>204</u>	<u>Refugee Road at Hines Road</u>	39.0		
4	This project has low vehicle crash numbers for this category. The existing facility condition is the best for this category. Project is in the mid range in serveing environmental justice populations for the category.	3	3	5
			5	2
<u>210</u>	<u>SR 37 (E. Central Ave.) Improvements</u>	43.5		
4	This project has low vehicle crash numbers for this category. The existing facility condition is near the median for this category. Project is in the low range in serving environmental justice populations for the category.	2	6	7
			3	2