



Table 7.1 Conceptual Alternatives Performance Measures

	OBJECTIVES	PERFORMANCE MEASURES
Goal I Operational Efficiency Operational efficiency relates to design and management issues that are of concern to the service supplier as they affect the operation of the transportation facility.	L. Design facilities to meet or exceed design standards	Compare number of design exceptions for freeway and collector-distributor streets
	L. Reduce or eliminate weaving maneuvers	Weave LOS; number of lane shifts, weighted by traffic volume; number of merge and diverge points
	L. Minimize impacts of freeway maintenance activities	
	L. Integrate the freeway, the arterial street system, and alternative modes of transportation for ease of use and compatibility with the community	Number & length of locations where LOS is below acceptable limit
	L. Coordinate with other transportation studies underway and planned infrastructure improvements (i.e. Spring Sandusky project, COTA 2020 Plan)	
	L. Fully integrate Intelligent Transportation System (ITS) strategies into the alternative to provide real-time traffic and incident management capabilities and traveler information.	
Goal II Mobility Mobility relates to the ease or difficulty of trips through the transportation facility and considers not only service levels but other travel modes or methods of reducing congestion.	L. Maintain lane continuity and the number of through lanes in this section	
	L. Reduce congestion and improve the operation of the South Innerbelt	Volume/Capacity (V/C) or LOS
	L. Consider public transit opportunities, and other methods of improving mobility such as Transportation System Management (TSM) and Transportation Demand Management (TDM) opportunities.	
	L. Enhance freight/goods movement within/through the Corridor	Volume/Capacity (V/C) or LOS
Goal III Accessibility Accessibility relates to the ability of a user to access jobs, services, goods or other parts of the transportation system.	L. Provide options that reduce Vehicle Miles Traveled (VMT)	
	L. Reduce the amount of traffic using the facility during congested periods by considering alternatives that redirect traffic to other facilities or to travel during other times of the day.	
	L. Improve access to downtown from the Innerbelt.	Travel times in traffic window sheds
	L. Improve the gateways to downtown	Qualitative assessment of gateways into downtown
	L. Develop a ramp system that provides efficient traffic flow on the freeway while maintaining the integrity of local neighborhoods.	Volumes at ramp connections to local streets
	L. Provide easy access to area health facilities	Travel times to hospitals
Goal IV Safety Safety issues relate to the avoidance of bodily harm or property damage while using the transportation facility.	L. Improve connectivity across and to the freeway from the neighborhoods	Measurement of the corridor width (gap)
	L. Improve signing into and out from downtown Columbus including common destinations.	Qualitative assessment of signage to be used for each alternative
	L. Reduce accident rates and accident severity	Number of weaving areas, merge points and diverge points, conflict points at major intersections that are being improved
	L. Reduce truck/car conflict	Number of weaving areas, merge points and diverge points
	L. Provide ITS signage as needed within/around the Innerbelt Corridor for directional guidance	
	L. Provide for safety of police and emergency medical services vehicles	
	L. Provide more effective incident management	
	L. Improve pedestrian safety	Conflict points and crossing distances for pedestrians at major intersections

	OBJECTIVES	PERFORMANCE MEASURES
Goal V Environmental and Community Issues This goal considers the impact of the transportation facility on the environment. It also includes consideration of community plans and concerns as they relate to the transportation facility.	L. Coordinate with community and economic development plans and projects	Area of cap capability and assessment of economic potential
	L. Plan for aesthetics in the freeway design	All alternatives will incorporate aesthetics in the design
	L. Plan for or improve entry way aesthetics	Consider of entry way aesthetics, including qualitative assessment of pedestrian crossings
	L. Sensitivity to impacts to residential or institutional structures	Quantify number and type of R/W impacts to structures
	L. Address air, noise, and visual impacts	Number of noise sensitive sites potentially impacted and area of freeway covered
	L. Protect and enhance the natural environment (Wetland, river stream, floodplains, rare, threatened & endangered species)	Number and type stream and wetland impacts
	L. Ensure that the recommended alternatives provide fair and equitable treatment for minority populations and low income populations	
	L. Protect and respect historic resources, vibration	Number of historic sites, districts and landmark sites potentially impacted
	Protect parks and recreational areas	number and area of parks and recreational areas impacted
	L. Consider effects of urban sprawl and regional growth	
Goal VI Constructibility Constructibility relates to the ability to minimize disruption during construction with rational phasing and sequencing of projects.	L. Minimize community and business disruption	Number of driveway access points potentially affected; construction duration and severity of disruption
	L. Assure cost effective implementation during construction sequencing	
	L. Maintain access and current levels of service during construction	Compare Maintenance of Traffic plans
	L. Provide for safe and adequate alternate routes and modes of transportation	
Goal VII Cost Effectiveness Cost effectiveness relates to the ability to maximize user and community benefits with infrastructure costs and planning for financial options for all proposed improvements.	L. Develop a clear criteria for the selection of alternative routes	
	L. Maximize returns/benefits for capital and operating costs	Compare long term operational costs
	L. Leverage federal, state and local funds to meet capital needs	Maximize Federal, state, local and private funding availability
	L. Maximize opportunities for private investment and economic development	Number of potential locations for private investment and economic development
	L. Use life-cycle costing to fully account for long-term maintenance and future replacement costs	Cost/Benefit Ratio

Acronym

- ITS Intelligent Transportation Systems
- LOS Level of Service
- MOT Maintenance of Traffic
- TDM Transportation Demand Management
- TSM Transportation System Management
- VHT Vehicle Hours Traveled
- VMT Vehicle Miles Traveled

 Indicates that the Performance Measure was rated the same for all build concepts/alternatives
 Indicates that the Performance Measure was not applicable at this time, given the general nature of the conceptual alternatives