Indy Moves

Appendix C: Project Evaluation Framework

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NELSON
NYGAARD

CAPITAL PROJECT EVALUATION FRAMEWORK

Indy Moves Goal	Objectives / Desired Outcomes	Descriptive Evaluation Criteria	Quantitative Evaluation Criteria	Performance Indicators **Desired Trend in Brackets**
1. Improve safety and promote health	1. Eliminate traffic-related fatalities 2. Reduce serious injuries from traffic collisions 3. Increase physical activity	▪ Is the project located in a high crash location? – MPO top 50 high crash locations – Health By Design pedestrian crash zones – Pedal Indy bike crash corridors (2012-2016 crash data, kernel density, top 50%)	3 Points ▪ Projects within 0.1 miles of MPO high crash locations ▪ Projects that intersect with Health By Design pedestrian crash zones ▪ Projects within 0.1 miles of Pedal Indy bike crash corridors	▪ Miles of bike facilities (**increase**) ▪ Blocks of sidewalks (**increase**) ▪ Number of collisions resulting in injuries and fatalities (**decrease**)
2. Enhance environmental sustainability and resilience	1. Integrate green infrastructure, landscaping, and complete streets design 2. Improve climate resilience and adaptability of infrastructure 3. Reduce transportation-related air emissions	▪ Is the project expected to reduce single-occupancy vehicle use? ▪ Does the project improve person throughput or traffic signal operations? ▪ Does the project have the potential to improve stormwater drainage?	3 Points ▪ Projects that don't expand vehicle capacity[1] ▪ Projects that include operational improvements[2] ▪ Projects that intersect with stormwater problem areas	▪ Number of green infrastructure streets (**increase**) ▪ Number of intersections with operational improvements (**increase**) ▪ Total greenhouse gas emissions from transportation (**decrease**)

[1] Projects that expand vehicle capacity include projects with Thoroughfare Plan-based roadway expansion elements and new terrain roadways (e.g., GM Stamping Plant roads and the Ameriplex extension).

[2] Projects assumed to include operational improvements are: (1) projects with Pedestrian Plan-based elements with the description "Improve crosswalks, signal timing, and other pedestrian enhancements", or "Install curb ramps, update/repair/retime pedestrian signals; add high visibility crosswalks" or "Install traffic light, install curb ramps, lighting and high visibility crosswalks"; (2) projects that include a protected bike lane; (3) projects along the BRT Purple and Blue lines (Red Line is not included because construction is underway and will be finished before the Indy Moves capital projects are implemented); and (4) projects with Thoroughfare Plan-based roadway expansion elements.

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3. Support inclusive economic development	1. Increase street, trail/greenway, and sidewalk network connectivity 2. Provide access to employment centers, focusing on living wage jobs 3. Create mobility hubs (including investments in existing and emerging village and neighborhood nodes) that connect modes and are great places for people	▪ Does the project connect to an employment center or educational institution? ▪ Does the project include two or more modes of transportation?	2 Points ▪ Projects that intersect job centers[3] OR higher educational institutions ▪ Projects that include improvements for two or more modes	▪ Number of job centers or post-secondary institutions served by projects (**increase**) ▪ Miles of projects that include two or more modes (**increase**) ▪ Percent of low-income population with direct transit connection to living-wage jobs (**increase**)
4. Address disparities and increase access to opportunity	1. Improve access to jobs, schools, parks, food, transit, and community facilities 2. Invest in disadvantaged areas and historically under-invested areas 3. Provide mobility benefits to vulnerable populations	▪ Is the project located in a high need area? – Areas with residents who are disproportionately likely to benefit from non-auto mobility options ("high need" equity analysis areas) – Racially segregated high-poverty areas – Areas with higher concentrations of people and jobs	3 Points ▪ Projects that intersect census tracts with an Equity Index of 30 or greater (out of 40)[4] ▪ Projects that intersect a HUD RECAP area[5] ▪ Projects that intersect the top quartile census block groups based on the sum of population and employment densities (ACS 2011-2015)	▪ Number of projects in racially/ethnically-concentrated areas of poverty (R/ECAP) neighborhoods (**increase**) ▪ Percent of high need equity analysis areas served by projects (**increase**)

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[3] We are defining job centers using census block groups with 4 or more jobs PER ACRE based on 2015 job point data from the Indianapolis MPO. This results in 75 out of 632 CBGs.

[4] The Equity Index is based on combined densities of people below 200% of the federal poverty level, adults aged 65 and over, youth aged 10 through 17, no-vehicle households, people with a disability, people with limited English proficiency, and people who self-describe as not White/Caucasian. The Equity Index is unitless, with a value between 0 and 40. There are 73 census tracts (out of 224) with an index value of 30 or greater.

[5] The Department of Housing and Urban Development (HUD) publishes a geospatial dataset called RECAP (racially/ethnically-concentrated areas of poverty) at the census tract level. Further information on RECAP is available at this URL: https://egis-hud.opendata.arcgis.com/datasets/56de4edea8264fe5a344da9811ef5d6e_0.

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5. Expand mobility choices	1. Make transit faster and more reliable 2. Make walking and biking preferred modes of travel 3. Improve ADA-accessible facilities, investing in dignified and equitable solutions	▪ Does the project serve and connect high concentrations of residents? ▪ Does the project improve first- and last-mile connections to transit?	2 Points ▪ Projects that intersect census block groups in the top quartile of population density ▪ Projects within 0.5 miles of proposed BRT (Red, Blue, and Purple Lines), or within 0.25 miles of Indy Connect 2021 Frequent Transit Network, or within 0.5 miles of an existing or proposed greenway.	▪ Number of projects within 0.5 miles of BRT or within 0.25 miles of frequent transit (**increase**) ▪ Number of projects within 0.5 miles of existing or proposed greenways (**increase**) ▪ Drive alone commute mode share (**decrease**)
6. Connect and strengthen our region, city, and existing neighborhoods	1. Make the transportation system work for people of all ages and abilities 2. Enhance connections within and between existing and emerging villages and neighborhood nodes 3. Strengthen connections to key regional destinations and jobs 4. Create safe, accessible, inviting, and active spaces at all times of day	▪ Does the project increase access to a Plan 2020 Village or Neighborhood Node?	1 Point ▪ Projects within 0.75 miles of a Plan 2020 Village or Emerging Village, or within 0.5 miles of a Plan 2020 Neighborhood Node.	▪ Number of projects within 10 minutes of a Village or Neighborhood Node (**increase**) ▪ Percent of households with direct connections to job centers (**increase**)

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7. Invest strategically and transparently, with a focus on enhancing existing infrastructure	1. Bring existing infrastructure assets into a state of good repair 2. Balance cost-effective, implementable projects with high-impact projects 3. Provide clear and understandable project information to the public throughout planning, design, and construction	▪ Does the project improve the condition of existing infrastructure or address a maintenance need?	1 Point ▪ Does the project intersect with a street with "poor" pavement condition (Pavement Condition Index of 40 or less) AND include a repaving component?[6]	▪ Miles of poor pavement condition addressed by projects (**increase**) ▪ Local dollars leveraged (**increase**) ▪ Positive responses to customer satisfaction survey (**increase**)

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[6] Projects that include a repaving component are (1) projects with Thoroughfare Plan-based roadway expansion elements, GM Stamping Plant roads, and the Ameriplex extension; and (2) projects along the BRT Purple and Blue lines (Red Line is not included because construction is underway and will be finished before the Indy Moves capital projects are implemented).