

## Appendix D

### **Transportation Improvement Strategy and Project Identification**

The identification of transportation needs resulted from extensive technical evaluations and public input. The needs went through an evaluation which took into consideration the LRTP goals, potential benefits and impacts, and financial impacts. The results were presented to the TSC, Advisory Group, TPO Board and Executive Staff, and the public.

Six different impacts were evaluated: delay reduction, safety, constructability, environmental justice, cultural/natural resources, and modal connectivity. Environmental justice was further divided into low income and minority. Results from the transportation demand model assisted in assessing delay reduction. A map of crash incidents was used for safety evaluations. Constructability looked at the relative difficulty and expense of construction. Environmental justice evaluations for both low income and minority used the presence of those population groups in the vicinity of proposed improvements. Location was derived using Census TAZ data. Cultural and natural resources evaluations used a GIS map with location of parks, historic places, wetlands and other environmental resources to determine potential impacts. Finally, if the project improved modal connectivity, this was considered in the evaluations.

An evaluation rating scale was developed to qualitatively rate project impacts. A ++ signifies that the project appears to have major benefits; + signifies some benefits; √ signifies neutral; - signifies minimal negative impact; and a -- signifies that the project appears to have major negative impacts to the area. The list below provides the documentation that was developed and presented to the TSC, Advisory Group, TPO Board and Executive Staff, and the public. This evaluation sensitized the planning process by identifying potential impacts. Projects that had a "- -" evaluation were reviewed to determine if those projects needed special feasibility and location studies to determine the exact roadway location. This did not produce a selection decision, but did identify any "fatal flaw" that could adversely implementation. Examples of this circumstance include the extension of Wilson Road and Central Avenue connecting to I-24, which traverse through the Alton Park community and may have substantial community impacts. Based on the impacts of this project, a feasibility and location study will be completed by the TPO to ensure this improvement can be constructed without negatively impacting the community.

While this evaluation provided valuable project specific information, this is preliminary to project development once projects are programmed in the TIP. As projects are identified for implementation, information on potential project impacts will assist DOT's in their work of accomplishing recommendations.