

APPENDIX A

PURPOSE AND NEED STATEMENT MEASURES OF EFFECTIVENESS

Primary Needs and Measures of Effectiveness

Existing Conditions	Locations	Needs	Measures of Effectiveness
<p>1. Travel time to and from major Uptown destinations via I-71 is longer than necessary due to lack of direct interstate access and congestion on the arterial network and several access ramps</p>	<p>Entire Study Area</p>	<p>Reduce Travel Time through improvements to connectivity, operations and capacity of the arterial network and interstate access.</p>	<p>Reduction in estimated VHT, hours of delay and improvements in level of service for arterial network and interstate access ramps in the study area.</p>
<p>2. Driver confusion caused by indirect interstate access with partial interchanges and multiple routes to major institutions.</p>	<p>Entire Study Area</p>	<p>Reduce Complexity of Wayfinding</p>	<p>Reduction in the numbers of turns and points of decision making between I-71 and selected Uptown locations.</p>
<p>3. Current and Future Development is hampered by lack of a direct full movement interstate access to I-71</p>	<p>Entire study area</p>	<p>Promote Economic Vitality</p>	<p>Increase in property values, employment and development within portions of the study area attributable to improved access.</p>

Secondary Needs and Measures of Effectiveness

Existing Conditions		Locations	Needs	Measures of Effectiveness
1.	Arterial network accident rates are higher than current citywide averages.	Reading Rd/Burnet Ave. corridor	Reduce numbers of accidents.	Reduction in forecasted volumes on Reading Rd. corridor
2.	I-71 has several typical geometric design exceptions including shoulder width, curve widening, vertical clearance etc.	I-71 mainline and interchanges as well as connecting arterial streets	Reduce the numbers and severity of any design exceptions where feasible in combination with improvements that may be identified to reduce congestion and improve safety.	Reduction in numbers and severity of design exceptions.
3.	Significant weaving occurring on I-71 between I-471 and US-42 Reading Rd. access Ramps.	I-71 NB and SB between I-471 and US-42 (Reading Rd.) access ramps.	Significantly reduce weaving movements at Reading Rd. interchange.	Reduction in demand for performing weaving movement.
4.	Majority of travel occurs on streets susceptible to disruption caused by accidents, work zones, parking and special events.	Streets with driveways, on street parking and limit cross section as well as local collector streets	Increase travel time reliability. Consolidate trips to facilities that are least susceptible to disruption due to localized impediments to travel.	Reallocation of trips to facilities with a higher functional classification.