

PRIORITIZATION CRITERIA: MAJOR PROJECTS

1. Condition (max = 9 points)

(a) Traffic volumes

ADT > 10,000 or Nearest alternate route > 3 mi longer or Project is single route between points A & B	3
5,000 > ADT < 10,000 or Nearest alternate route is 2-3 mi longer	2
ADT < 5,000 or Nearest alternate route < 2 mi longer	1

(b) Roadway Class

Arterial	3
Collector	2
Local	1

(c) PCI Magnitude

PCI = 0-40, or project is full-depth reconstruction	1
PCI = 41-74, or project is major rehabilitation	2
PCI = 75-89, or project is minor rehabilitation	3
PCI = 90-100, no improvement needed	0

2. Safety (max. 7 points)

(a) Safety improvements

Addresses a documented safety problem	2
Safety elements included but not mainly a safety project	1
System preservation project	0

(b) Bike/ped safety

Provides physical separation; or shorten crossing distances; or addresses bike/ped crashes	3
Adds high-visibility crosswalks and signals/signs	2
Replaces existing crosswalks and signs	1
No effect or no information	0

(c) Traffic Calming

Adds significant traffic calming features or streetscape improvements	2
Adds minor traffic calming features	1
No effects or no information	0

3. Connectivity (max = 8 points)

(a) Benefits

Adds new connection to the system (all modes)	3
Adds bike lanes, sidewalks or bus pull-offs where none exist	2
Features minor amenities for other modes (i.e., share the road signs) or replaces/improves existing sidewalks	1

(b) Consistent with regional transportation investments

Project builds upon/enhances planned system improvements	3
Project is included in the MTPO TIP, and has some funds allocated to it in next 5-year work program	2
Project is included in MTPO list of priorities but no funds are allocated to it in the work program	1
Not consistent with regional investments	0

(c) Consistent with MTPO LRTP and City's Comp. Plan

Directly supports > 1 goal or objective in the adopted plans	2
Directly supports one goal or objective in either plan	1
Neutral	0

4. Socio-Economic Considerations (max = 3 points)

(a) Project located within target area for redevelopment	1
(b) Project will enhance access to disadvantaged groups	1
(c) Project enhances multimodal access to activity centers	1

PRIORITIZATION CRITERIA: INTERSECTIONS

Signal Replacement	
(a) Intersection Type	
Arterial/Arterial	4
Arterial/Collector	3
Collector/Collector	2
Collector/Local	1
Local/Local	0
(b) Entering Volume	
Less than 10,000	1
10,000 to 15,000	2
15,000 to 20,000	3
20,000 plus	4
Less than 10,000	1
(c) Age of Existing Signal	
Less than 15 years	0
Over 15 years	1
Roundabout (all above plus the following)	
(a) Crash History	
Total number of crashes:	
Less than 5 crashes	0
6 to 9 crashes	1
Over 10 crashes	2
Severity of crashes:	
Property damage only	0
Minor injuries (non-incapacitating)	1
Major injuries (incapacitating or fatal)	2
Number of crashes w/n last 12 months:	
Less than 5 crashes	0
Over 5 crashes	1
(b) Special Conditions:	
Located near activity center	Max. 2
Other safety concerns	Max. 2

PRIORITIZATION CRITERIA: TRAILS

(a) Grid Connectivity	
Closing gap	3
No facility present	2
(b) Location	
Core area/activity center	1
Proximity to school (w/n 1/4 mile radius)	1
Proximity to community service facility (w/n 1/4 mile radius)	1
Access to transit (w/n 1/4 mile radius)	1
(c) Feasibility of Construction	
No impediments	2
Minor modifications needed	1
Major modifications needed	0
(d) Other issues	Max 2

PRIORITIZATION CRITERIA: SIDEWALKS

(a) Roadway class	
Arterial/Collector with no opposite sidewalk	15
Arterial with opposite sidewalk	10
Local with no opposite sidewalk	8
Collector with no opposite sidewalk	5
Local with opposite sidewalk	3
(b) Traffic volume	
AA DT > 5,000	10
5,000 > AA DT < 1,000	5
AA DT < 1,000	0
(c) Proximity to activity center	
Located in downtown/core area	15
Located within 1/4 mile radius	10
Located between 1/4 to 1/2 mile radius	5
(d) Proximity to transit route	
Located within 1/4 mile radius of a transit stop	10
Located between 1/4 to 1/2 mile radius of a transit stop	5
(e) Proximity to multifamily land use	
Located within 1/4 mile radius	10
Located between 1/4 to 1/2 mile radius	5
(e) Proximity to school	
Located within 1/4 mile radius	10
Located between 1/4 to 1/2 mile radius	5
(f) Socio-economic consideration	
Located in CDBG district	10
(g) Other considerations	
Safety	10
Feasibility of construction	5
Citizen requests	5