



# APPENDIX L

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## PRIORITIZATION CRITERIA

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(as of 03/04/2019)

Criteria	Rationale	Scoring Methods	Maximum Score
Safety	➤ Crash Rate	➤ Project Located near High Crash Rate – 10 ➤ Project Located near Moderate Crash Rate – 5	30
	➤ Crash Severity	➤ Project Located near High Crash Severity – 10 ➤ Project Located near Moderate Crash Severity – 5	
	➤ Forecasted Crash Mitigation	➤ Forecasted High Crash Mitigation – 10 ➤ Forecasted Moderate Crash Mitigation – 5	
Transit	➤ Accessibility to Transit	➤ Adjacent to Existing Transit Stop – 10 ➤ Within 1/4 Mile of Existing Transit Stop – 7 ➤ Within 1/2 Mile of Existing Transit Stop – 5	10
Land Use	➤ Proximity to Parks / Schools	➤ Adjacent to Key Land Uses – 10 ➤ Within 1/4 Mile of Key Land Uses – 7 ➤ Within 1/2 Mile of Key Land Uses – 5	10
	➤ Proximity to Multifamily Residential		
	➤ Proximity to Commercial		
Equity	➤ Percent in Poverty	➤ Project Located near Area of High Concern – 10 ➤ Project Located near Area of Low Concern – 5	10
	➤ Households with No Vehicle		
	➤ Percent under 18		
	➤ Percent over 65		
Bicycle / Pedestrian	➤ Proximity to Existing Bicycle Facilities	➤ Adjacent to Existing Bicycle Facility – 10 ➤ Within 1/4 Mile of Existing Bicycle Facility – 7 ➤ Standalone Proposed Bicycle Facility – 5	20
	➤ Proximity to Existing Sidewalk	➤ Adjacent to Existing Sidewalk – 10 ➤ Within 1/4 Mile of Existing Sidewalk – 7 ➤ Standalone Proposed Sidewalk – 5	
	➤ Level of Service	➤ Improvement to Level of Service – 5	
Vehicle Congestion	➤ Left-Turn Lane	➤ Addition of Left-Turn Lane – 5	20
	➤ Access Management	➤ Manage Location of Turning Movements – 5	
	➤ Parallel Route Connectivity	➤ Improvement to Parallel Routes – 5	
	<b>TOTAL</b>		