

Factor: <u>Safety</u> [43%]	<u>Evaluation Criteria</u>	<u>Points</u>		<u>Comments/Things to Consider</u>
1. Incident evaluation	SPIS Ranking, TVF&R cross referencing, Fire District #2	SPIS Top 1/3 (High) or 3+ TVF&R (High)	6	Taken directly from most recent SPIS rankings as published by Wash. County Traffic Engineering & data provided by TVF&R
		SPIS Middle 1/3 or 2 TVF&R (Med.)	3	
		SPIS Bottom 1/3 or 1 TVF&R (Low)	1.5	
		None Identified	0	
2. Separation of modes (bike/ped/auto) - candidate will reduce number of conflicts	Improvement results in separation of modes	Distinct (High)	6	Subjective determination performed initially by Technical Lead
		Moderate (Medium)	3	
		None/Low (Low)	1.5	
3. Traffic speed: Priority given to candidates with hazards associated with higher speeds	Posted speed	45 mph+ (High)	6	posted speeds
		26-44 mph (Medium)	3	
		25 mph (Low)	1.5	
4. Functional Class/Volume: Priority given to candidates with hazards associated with capacity and volume	Arterials, Collectors and Urban Local/Neighborhood Route	Arterial (High)	6	
		Collector (Medium)	3	
		UL/NR (Low)	1.5	
5. Geometry - Priority given to candidates with little to no refuge or clear zone for pedestrians	Determine refuges for pedestrians in emergency situations - ditch, embankment, etc.	Narrow (≤ 1 foot) (High)	6	
		Moderate (1-2 feet) (Medium)	3	
		Wide (2+ feet) (Low)	1.5	
Factor: <u>Connectivity</u> [28%]	<u>Evaluation Criteria</u>	<u>Points</u>		<u>Comments/Things to Consider</u>
1a. Facility connection: <u>School</u>	Proximity to a school	< 2 blocks (High)	5	
		.5 mi to > 2 blocks (Medium)	2.5	
		> .5 mi (Low)	1.25	
1b. Facility connection: <u>Transit</u>	Proximity to a bus stop, park and ride, transit center, etc.	< 2 blocks (High)	5	
		.5 mi to > 2 blocks (Medium)	2.5	
		> .5 mi (Low)	1.25	
1c. Facility connection: <u>Business</u>	Proximity to a business	< 2 blocks (High)	5	
		.5 mi to > 2 blocks (Medium)	2.5	
		> .5 mi (Low)	1.25	
1d. Facility connection: <u>Park</u>	Proximity to a park	< 2 blocks (High)	5	
		.5 mi to > 2 blocks (Medium)	2.5	
		> .5 mi (Low)	1.25	
1e. Facility connection: <u>Point of Interest</u> - Examples: Shopping center, library, community center, grange, sports facility, movie theater, church	Proximity to a point of interest	< 2 blocks (High)	5	
		.5 mi to > 2 blocks (Medium)	2.5	
		> .5 mi (Low)	1.25	
2. Walkability/Connectivity: How does it fit with what's already there? Does it connect a gap?	Determine nearby facilities. Example: does a sidewalk exist across the street?	None (High)	5	Higher value given to areas with no facilities nearby
		Near/half block (Medium)	2.5	
		Adjacent (Low)	1.25	

Factor: Cost [15%]		Evaluation Criteria	Points		Comments/Things to Consider
1. Estimated Cost to Road Fund			< \$50k (High)	15	Higher value given to less expensive (more cost-efficient) candidates
			\$50k-100k (Medium)	7.5	
			\$100k+ (Low)	3.75	
2. Partnership opportunities	Safe Routes to Schools, Grants, CDBG, HOA participation, CWS, etc.		2+ (High)	15	Only tangible, measurable commitments considered for scoring
			1 (Medium)	7.5	
			0 (Low)	3.75	
Factor: Community [14%]		Evaluation Criteria	Points		Comments/Things to Consider
1. Communication in support of project received by LUT	Source = individual email or letter. Org. = HOA, CPO, etc.		1 org. (High)	10	
			2+ source (Medium)	5	
			1 source (Low)	2.33	
2. Population Density	Metro "Population Density" census data. Unit of measure is "people per acre".		37+ (High)	10	
			17-36 (Medium)	5	
			0-16 (Low)	2.33	
3. Demographics	Metro "Environmental Justice and underserved" data.		Significantly Above Average (High)	10	
			Above Average (Medium)	5	
			Average and Below (Low)	2.33	

Factors that will not differentiate projects but should be taken into consideration:

Project location: strive to achieve geographic diversity
 Involve the public in a defensible process