



PHOENIX MOBILITY STUDY

The Van Buren Corridor Neighborhoods

Mobility Area #13

Proposed Conditions Report

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Prepared for:



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CHAPTER 1: INTRODUCTION

Purpose and Need

The City of Phoenix (City) has demonstrated a commitment to enhance the mobility of existing neighborhoods and services to help create a more livable city. On August 25, 2015, Phoenix voters approved the Transportation 2050 (T2050) plan which places emphasis on the needs of city streets - including street maintenance, new pavement, bike lanes, sidewalks and Americans with Disabilities Act (ADA) compliance and accessibility.

A separate Mobility Improvements Program was established as a distinct element to T2050 to implement additional projects that increase ADA accessibility and mobility through construction of new sidewalks and multimodal connectivity through new bicycle facilities and enhanced pedestrian amenities. The T2050 Mobility Improvements Program has allocated 15% of the T2050 funds for mobility projects. Phoenix Street Transportation staff analyzed 11 datasets to determine geographic areas of the community with the greatest mobility deficiencies and needs. After collection of all datasets, staff combined the data into a heat map, which acknowledged and ranked the 40 priority areas to move forward for additional analysis. The Citizens Transportation Commission approved the top 11 priority study areas to be part of the first of four phases of Mobility Study Areas.

The primary purpose of the mobility study is to complete a mobility gaps analysis based on available data, field analysis and information from previous area studies. The gaps analysis will lead to identification of a prioritized list of mobility improvements for presentation to the public for feedback. Upon receipt of public feedback, projects will be re-prioritized if necessary, and design, right-of-way, and construction schedule and cost estimates will be developed by the project team.

Study Objectives

The objective is to scope and prioritize sidewalk, bike facility, mid-block crossings, and other improvements that will improve walking and biking to key destinations within and adjacent to the study area. Upon completion of the study, prioritized mobility projects will be considered for inclusion in a 5-Year T2050 Mobility program of projects for design and construction.

Ultimately, the goal of the various mobility studies is to develop and recommend mobility solutions that will improve the safety, accessibility, and multimodal connectivity for all users, regardless of age or ability, to places of employment, schools, markets, transit stops and recreational opportunities.



Mobility Assessment Area #13 Overview

As illustrated in **Figure 1**, the T2050 Mobility Assessment Area #13 (MA 13) is generally located in west-central Phoenix approximately 2.5 miles from downtown Phoenix. MA 13 is bounded by Interstate 10 (I-10) to the north, 21st Avenue to the east, 35th Avenue to the west, and the Burlington Northern Santa Fe (BNSF) railroad tracks to the south. MA 13, known as the “West Van Buren Neighborhoods” due to Van Buren Street’s strong presence running through the center of the study area, is located in the City’s Estrella Village.

The Estrella Village, including portions of MA 13, has incrementally developed as an employment hub of sorts of industrial and commercial uses – including warehousing, transportation, logistics, shipping and other businesses. In addition, the redevelopment of agricultural and vacant land has led to a greater diversity of land uses, including a growing number of quality residential communities and commercial centers that complement and balance the concentration of industrial uses along I-10.

However, MA 13 does have some vacant land - large parcels with commercial and industrial entitlements, natural and scenic amenities, and access to major transportation corridors. MA 13 is also anticipating the Capitol/I-10 West Light Rail extension. Opportunities abound for further development and enhancements to the diverse communities in Van Buren Corridor neighborhoods.

There are many different education facilities within MA 13 including three schools and a community center. These locations are major destinations which typically attract a high volume of multimodal users, thus exacerbating the importance of mobility and connectivity issues in MA 13. As illustrated on **Figure 1**, the schools include Carl Hayden High School, J.B. Sutton Elementary School, and William R. Sullivan Elementary School. In addition, the Chicanos Por La Causa (CPLC) Community Center is located near the center of MA 13 off of Van Buren Street just east of 32nd Avenue. The CPLC Community Center and is one of the most significant destinations within the MA 13 study area and is a staple of the community.

There is significant concentration of commercial development along Van Buren Street between 27th Avenue and 35th Avenue that attract frequent multimodal visitors from the adjacent neighborhoods. Other neighborhood commercial cores include 35th Avenue between Van Buren Street and I-10, while 35th Avenue south of Van Buren Street offers an interesting mix of commercial and industrial uses.

MA 13 includes three City parks within the study area with two cemeteries. The two larger parks, Falcon Park and Willow Park, are located north of Van Buren Street, while the one smaller park, Yunya Park, is located south of Van Buren Street. Falcon Park is located adjacent to Carl Hayden High School and is a major destination in the study area, attracting visitors throughout the year because the park includes a public pool. All of the



parks within and around MA 13 generate multimodal activity, so ensuring safe and convenient access to and from these parks will be essential.

Key Destinations

Assets are the primary destinations and trip generators of the community. These include major employers, schools, historic buildings, community organizations, initiatives, institutions and infrastructure. Asset mapping helps inform the planning process by creating an inventory for preserving, improving or further supporting the areas existing resources, while also identifying where residents and visitors will likely be traveling to and from. The major assets within MA 13 are depicted in **Figure 2** and outlined below:



Falcon Park

1. Sinaloa Plaza
2. Super Carniceria El Dorado
3. Coin Laundromat
4. Kingdom of Life Center Church
5. Iglesia Ministerio Familia De Dios (Church)
6. Valle del Sol
7. Santo Nino Catholic Community
8. Iglesia Adventista Del Septimo Dia (Church)
9. Fiesta Market
10. Evangelical Church
11. The Universal Church
12. Templo Agua Viva (Church)
13. Chicanos Por La Cause Community Center
14. Van Buren Medicine
15. Cowden Plaza, Food City
16. Plaza De Lilly
17. Used Auto Parts/Equipment
18. RandB Recycling Center
19. Dollar General
20. Pep Boys, Circle K, Pete's Fish and Chips
21. Wells Fargo
22. Fillmore Plaza (neighborhood services)
23. Active Learning Center
24. Your Neighborhood Healthcare Center
25. Watermill Express
26. McDonalds, Burger King, Little Caesars
27. Westdale Center (Food City + shops)
28. William R. Sullivan Elementary School
29. Misc. Commercial Services
30. St. Matthews Catholic Church/School
31. Willow Park
32. JB Sutton Elementary School

Figure 1: The Van Buren Corridor Neighborhoods Mobility Area

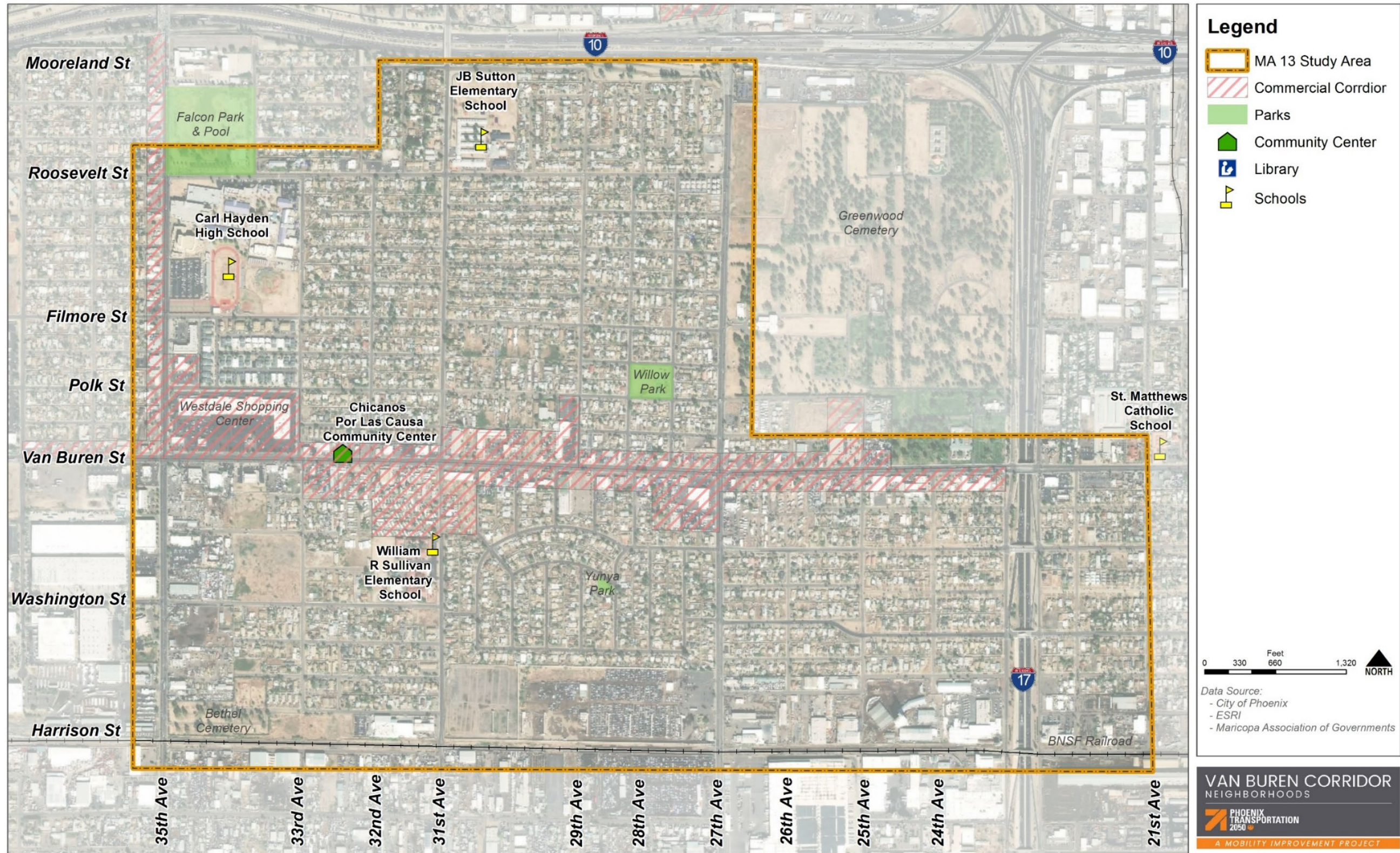
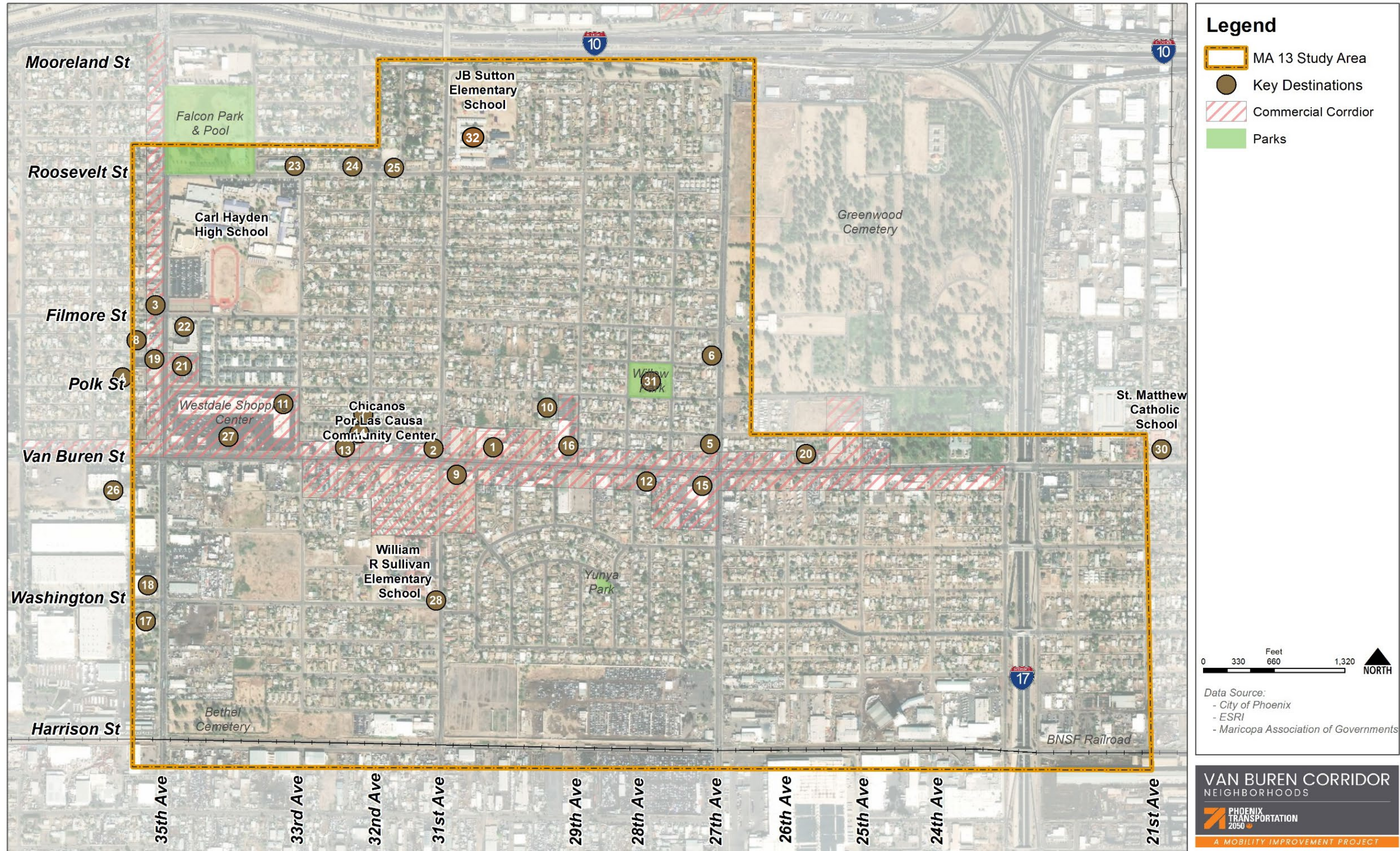


Figure 2: The Van Buren Corridor Neighborhoods Mobility Area Key Destinations





PROPOSED RECOMMENDATIONS

During the first phase of the project, the consultants initially performed necessary fieldwork, data gathering, and a thorough analysis of existing conditions through a mobility improvements walkabout and a pedestrian, bicycle, and transit facility adequacy analysis. Community stakeholders and city staff were also involved to voice their concerns and project objectives to aid in the identification of lacking infrastructure and showcase deficiencies/gaps in the network.

The goal of the second phase of the mobility study is to propose recommendations to facilitate safe, convenient, and enhanced walking, biking, and transit trips from homes to local destinations. **Table 1** shows a list of 30 proposed mobility recommended projects that address the identified needs of the Van Buren Corridor Neighborhoods Mobility Area (MA 13). Each project includes a brief description of the project and what improvements can be made. **Figure 3** illustrates the location of the proposed mobility recommendations with a corresponding map identification number from **Table 1**. The recommendations are displayed in the following categories:

- Curb ramps;
- Sidewalks;
- Street lighting;
- Traffic calming;
- Bike facilities; and
- Pedestrian crossing.

Traffic calming recommendations are tools used with the goal of reducing vehicle speed and improving the safety of motorists, pedestrians, and bicyclists. Roosevelt Street, Polk Street, and Fillmore Street were some of the roads identified as experiencing higher vehicle speeds because motorists used them to bypass congestion on arterial roads such as Van Buren Street. Multiple traffic calming projects were recommended on Roosevelt Street, Polk Street, and Fillmore Street in response to the significantly higher vehicle speeds than the posted speed limit.

Pedestrian categorized projects include recommended mid-block crossings, newly or freshly striped crosswalks, and sidewalk improvement or construction projects. For example, Project Number 19 – Van Buren Street Mid-block Crossing Improvement includes the improvement of an existing mid-block rapid flashing beacon (RFB) to a high-intensity activated crosswalk (HAWK). Another mid-block crossing is Project Number 5 – 31st Avenue Mid-block Crossing includes the introduction of a circular rapid flashing beacon (CRFB) on 31st Ave across from William R. Sullivan Elementary School.

Bicycle recommendations are corridor specific projects that either enhance an existing bicycle facility or introduce new bicycle infrastructure. For instance, Project Number 2 – 27th Avenue Bike Lane (south of I-10) is a project introduces a new bike facility along 27th Avenue between I-10 and the Jefferson Street. This bike facility includes the reduction of one lane to allow for 5' bike lanes on both sides of the 27th Avenue. This



facility will work with Project number 3 – 27th Avenue Bike Lane (north of I-10) to connect two east-west bike corridors – Encanto Boulevard and Jefferson Street.

American Disability Act (ADA) projects identified herein focus exclusively on identifying existing curb ramps within the MA 13 study area that are non-ADA complaint. A total of 324 ramps were identified as non-ADA complaint. The City has an ongoing initiative for replacing or updating all the non-ADA complaint ramps within city limits. For this study, we identified which non-ADA complaint ramps can be updated with the implementation of another proposed recommendation. A total of 26 ramps can be updated throughout the Van Buren Corridor Neighborhoods.

Sidewalks on major street provide mobility for pedestrian and bicyclists, but eventually, they will need to cross another major road at signalized intersections. These intersections, where the paths of people and vehicles come together, can be the most challenging part of negotiating a pedestrian network. If pedestrians cannot cross the street safely, then mobility is severely limited, access is denied, and walking as a mode of travel is discouraged. As a result, we have recommended a set of pedestrian improvements at signalized intersections on 35th Avenue and 27th Avenue. Some of the key improvements include:

- **Leading Pedestrian Intervals** illuminates the “Walk” signal for a few seconds prior to stopped through-vehicles receiving a green light. Allowing pedestrians a head start into the intersection can reduce conflicts between pedestrians and turning vehicles and makes crossing pedestrians more visible. The Manual on Uniform Traffic Control Devices recommends that leading pedestrian intervals be at least 3 seconds in duration.
- **High-visibility Continental Crosswalks** are more appropriate than standard cross walks in areas with high pedestrian volumes. High-visibility Continental Cross walk markings improve yield compliance.
- **Advanced Stop Bars** are placed in front of crosswalks. They keep vehicles from encroaching into the crosswalk when stopped at a red light. On multi-lane roads, advanced stop bars placed at least one car-length back from the crosswalk allow pedestrians to be seen by drivers in adjacent lanes.

Two high priority sidewalk gaps have also been recommended to be filled with new sidewalks. Project 4 – 31st Avenue Sidewalk and Project 8 – 33rd Avenue Sidewalk provide new sidewalks adjacent to William R. Sullivan Elementary School and Carl Hayden High School which both produce a high number of pedestrians. Filling in these sidewalk gaps will provide a much safer environment for pedestrians and bicyclists.

The 30 proposed recommendations vary from corridor improvement projects to spot improvement projects that target different categories of active travel users to create or improve local and regional connections. Connections to parks, schools, healthcare facilities, and public transit were prioritized accordingly.

Table 1: Proposed Mobility Recommendations

Map Id	Project Name	Category	Street or Intersection	Start	End	Description
1	27 th Avenue and Jefferson Street Traffic Signal	Traffic control/calming Pedestrian crossing	27 th Avenue and Jefferson Street			A. Construct a new four-way traffic signal with advanced stop bars and continental crosswalks. There is existing conduit as this intersection was signalized in the past but has since been removed. B. This intersection is currently an uncontrolled dual left turn southbound 27th Avenue onto Jefferson Street and has no crosswalks or signal in either direction on 27th Avenue for two or more blocks. C. Stripe continental crosswalks on all four legs of the intersection.
2	27 th Avenue Bike Lane (south of I-10)	Bicycle facility	27 th Avenue	1-10 Freeway	Jefferson Street	A. Existing traffic volumes on 27 th Ave. can be accommodated with fewer lanes while maintaining a LOS of C or better. Through reconfiguration of existing striping, remove one southbound travel lane and introduce a bike lane in both the northbound and southbound directions. B. 27 th Avenue pavement section is currently 64' wide and the proposed cross section would include - 5' SB BL 12' SB TL 10' SB TL 10' TWLTL 10' NB TL 12' NB TL 5' NB BL
3	27 th Ave Bike Lane (north of I-10)	Bicycle facility	27 th Avenue	Encanto Blvd	I-10 Freeway	A. Through reconfiguration of existing striping, remove one northbound travel and introduce a bike lane in both the NB and SB directions. B. 27th Ave is currently 64' wide and the proposed cross section would include - 5' SB BL 12' SB TL 10' SB TL 10' TWLTL 10' NB TL 12' NB TL 5' NB BL
4	31 st Avenue Sidewalk, east side of roadway	Pedestrian/sidewalk	31 st Avenue	Van Buren Street	Approx. 613' S. of Van Buren Street	A. This east side of this segment of 31st Avenue has no sidewalk and with the close proximity to William R. Sullivan elementary school, this is an optimal location to close a sidewalk gap with the construction of a 5' wide sidewalk. There is currently no curb or gutter on the east side of the street which could inhibit the implementation of this recommendation or significantly increase the cost of this project.
5	31 st Avenue CRFB	Pedestrian crossing	31 st Avenue	Approx. 234' north of Washington Street		A. To promote safer school access, convert existing yellow marked crosswalk into a yellow continental crosswalk with a push activated RRFB with striped stop bars. Include pedestrian advanced signage.
6	31 st Avenue Crosswalks	Pedestrian crossing	31 st Avenue and Washington Street			A. Stripe three white continental sidewalks at the intersection of 31 st Avenue and Washington Street: north leg, east leg, and west leg. B. Stripe stop bars at all four legs of the intersection. C. Install crosswalk signage to encourage pedestrian to utilize crosswalks.
7	Roosevelt Street Crosswalks	Pedestrian crossing	Roosevelt Street and 31 st Avenue			A. Stripe white continental sidewalks on all four legs of the intersection at 31 st Avenue and Roosevelt Street. B. Stripe stop bars at all four legs of the intersection
8	33 rd Avenue Sidewalk	Pedestrian/sidewalk	33 rd Avenue	Roosevelt Street	Melvin Street	A. The east side of this 1,326' segment of 33 rd Avenue has no sidewalk and with the close proximity to Carl Hayden High School, and southern connection to Food City/Westgate Center, makes this an optimal location to close a sidewalk gap with the construction of a 5' wide sidewalk. There is currently curb or gutter on the east side of the street and there appears to be sufficient right-of-way and/or public utility easement for a 5' wide sidewalk or wider. Existing utility pole conflicts and fire hydrants do exist at multiple locations.



Map Id	Project Name	Category	Street or Intersection	Start	End	Description
9	Roosevelt Street Bike Lane	Bicycle facility	Roosevelt Street	43 rd Avenue	27 th Avenue	<p>A. Stripe 9' buffered bike lanes (5' bike lane and 4' buffer) with green pavement markings from 43rd Avenue to 41st Avenue. The current pavement section is 40' wide with two 20' travel lanes (on-street parking is not permitted in this segment). The proposed cross section would include 9' EB BBL 11' EB TL 11' WB TL 9' WB BBL.</p> <p>B. Stripe 5' bike lanes from 41st Avenue to 39th Avenue. The current pavement section is 40' wide with one 20' WB travel lane and one 12' EB travel lane with 8' on-street parking. On-street parking is not permitted on the north side of the street). The proposed cross section would include 8' PL 5' EB BL 11' EB TL 11' WB TL 5' WB BBL.</p> <p>C. Restripe the bike lanes to go all the way up to the intersections and introduce green pavement markings at intersections between 39th Avenue and 37th Avenue.</p> <p>D. Stripe 4' bike lanes between 37th Avenue and 36th Avenue with green pavement markings. The current pavement section is 30' with two 15' travel lanes (on-street parking is not permitted). The proposed cross section would include 4' EB BL 11' EB TL 11' EB TL 4' EB BL.</p> <p>E. Restripe the bike lanes to go all the way up to the intersections and introduce green pavement markings at intersections between 36th Avenue and 35th Avenue. Reconfigure the west and east legs to have a combined-bike lane/turn lane with a bike box.</p> <p>F. Restripe the bike lanes to go all the way up to the intersections and introduce green pavement markings at intersections between 35th Avenue and 31st Avenue. Travel lanes vary from 14-15', apply 1-2' buffer to the bike lane where applicable.</p> <p>G. Stripe 4' bike lanes with green pavement markings from 31st Avenue to 27th Avenue. The current pavement section is 40' wide with two 12' travel lanes and 8' on-street parking on both sides. The proposed cross section would include 6' PL 4' EB BL 10' EB TL 10' WB TL 4' WB BL 6' PL. The school drop-off/pick-up zone will remain as is and not impacted.</p>
10	Roosevelt Street and 33 rd Avenue Intersection Improvements	Pedestrian crossing Traffic control/calming	Roosevelt Street and 33 rd Avenue			<p>A. This is an uncontrolled, 3-point intersection, with an uncontrolled white ladder crosswalk 200' to the west on Roosevelt Street. Remove the existing crosswalk, and pedestrians can use this new stop-controlled intersection to cross Roosevelt Street and 33rd Avenue. Add continental crosswalks at all three legs of the intersection. The stop control will likely, reduce vehicular travel speeds in front of Carl Hayden High School (and along the Roosevelt Rd corridor) while also provide a safer pedestrian crossing compared the existing mid-block sidewalk.</p> <p>B. A neighborhood traffic circle can be a secondary option for consideration.</p>
11	Carl Hayden High School CRFB	Pedestrian Crossing Traffic control/calming	Roosevelt Street and approx. 446' east of 35 th Avenue			<p>A. Upgrade the existing high-visibility sidewalk in front of Carl Hayden High School and Falcon Park (approx. 446' east of 35th Avenue) to include a push activated CRFB with pedestrian advanced warning signage and striped stop bars.</p>
12	Roosevelt Street and 29 th Avenue Intersection Improvements	Pedestrian crossing Traffic control/calming	Roosevelt Street and 29 th Avenue			<p>A. This intersection is currently two-way stop on 29th Ave. Frequent vehicle speeding on Roosevelt Rd. has been identified multiple times by public input received. With its proximity to multiple schools, this intersection is a candidate for a four-way stop controlled intersection. Include stop bars on all four legs of the intersection. Paint a crosswalk across Roosevelt Street on the east and west legs of the intersection.</p> <p>B. A neighborhood traffic circle could be a secondary option for consideration, instead of a four-way stop controlled intersection.</p>
13	Polk Street Traffic Calming	Traffic control/calming Pedestrian crossing	Polk Street	37 th Avenue	27 th Avenue	<p>A. To mitigate numerous resident complaints of existing speeding frequency and to discourage neighborhood cut-through traffic introduce one speed cushions per block on Polk Street between 37th Avenue and 27th Avenue.</p> <p>B. Convert the existing two-way stop-controlled intersections into four-way stop controlled intersections at 37th Avenue, 33rd Avenue, and 28th Avenue. Include crosswalks and stop bars at all legs of these intersections.</p> <p>C. Design speed cushions per the City of Phoenix speed cushion standard detail.</p>



Map Id	Project Name	Category	Street or Intersection	Start	End	Description
14	Filmore Street Traffic Calming	Traffic control/calming Pedestrian crossing	Filmore Street	39 th Avenue	27 th Avenue	A. Introduce one speed cushions per block on Fillmore Street between 37 th Ave and 27 th Avenue. B. Convert the two-way stop-controlled intersections into four-way stop controlled intersections at 39 th Avenue, 37 th Avenue, 33 rd Avenue, 31 st Avenue, and 28 th Avenue. Include crosswalks and stop bars at all legs of these intersections as well. C. Design speed cushions per the City of Phoenix speed cushion standard detail.
15	35 th Avenue – Carl Hayden High School Mid-Block Crossing	Pedestrian crossing	35 th Avenue	Approx. 130' south of McKinley Street		A. Install a HAWK mid-block crossing approximately 130' south of McKinley Street to align with the northern driveway of Carl Hayden High Schools Parking lot. Include advanced stop bars and advanced pedestrian crossing warning signage. The HAWK would have one continental crosswalks across 35 th Avenue.
16	35 th Avenue Signalized Intersection Pedestrian Improvements	Pedestrian crossing Traffic control/calming	35 th Avenue	I-10 Freeway	Washington Street	A. Improve the existing signalized intersections on 35 th Avenue to include advanced stop bars to provide additional visibility to motorists on where to stop at signalized intersections; enhance the existing standard cross walks to high-visibility continental crosswalks; introduce pedestrian scale lighting to illuminate the intersections at night; and implement leading pedestrian intervals to provide an opportunity for less conflict between vehicles and pedestrians crossing the street. B. The intersections to improve include Roosevelt Street, Filmore Street, Van Buren Street, and Washington Street.
17	35 th Avenue Sidewalk Widening	Pedestrian/sidewalk	35 th Avenue	I-10 Freeway	Approx. 160' north of Filmore Street	A. Widen the existing sidewalk from 6' to 10' wide on the east side of 35 th Avenue from the I-10 overpass to 160' north of Filmore Street – a total of 2,476' of sidewalk B. There are two locations adjacent to Carl Hayden High School where the existing sidewalk needs to be fixed to match existing grade. C. Widen the existing sidewalk from 5' to 10' wide on the east side of 35 th Avenue from Filmore Street to Van Buren Street – a total of 1,250' of sidewalk. D. Widen the existing sidewalk from 5' to 10' wide on the west side of 35 th Avenue from the I-10 overpass to 180' north of Filmore Street a total of 2,476' of sidewalk. E. Widen the existing sidewalk from 5' to 10' wide on the west side of 35 th Avenue from Filmore Street to Van Buren Street a total of 1,250' of sidewalk.
18	Van Buren Street Signalized Intersection Pedestrian Improvements	Pedestrian crossing Traffic control/calming	Van Buren Street	35 th Avenue	27 th Avenue	A. Improve the existing signalized intersections on Van Buren Street to include advanced stop bars to provide additional visibility to motorists on where to stop at signalized intersections; enhance the existing standard cross walks to high-visibility continental crosswalks; introduce pedestrian scale lighting to illuminate the intersections at night; and implement leading pedestrian intervals to provide an opportunity for less conflict between vehicles and pedestrians crossing the street. B. The intersections to improve include 35 th Avenue, 31 st Avenue, and 27 th Avenue.
19	Van Buren Street Mid-Block HAWK Crossing Improvement	Pedestrian crossing	Van Buren Street	Approx. 210' west of 32 nd Avenue		A. Convert the existing RFB two-stage crosswalk 270' west of 32 nd Avenue to a two-stage crosswalk with a push activated HAWK signal. There are also some sidewalk improvements that need to be made adjacent to the ramps on both side of the street. B. Also remove the continental crosswalks across Van Buren Street at 33 rd Avenue and install signage to encourage pedestrian to cross Van Buren Street at the HAWK mid-block crossing approximately 320' to the east.
20	Van Buren Street Mid-Block Crossing	Pedestrian crossing	Van Buren Street	Approx. 65' west of 19 th Avenue		A. Install a HAWK mid-block crossing approximately 65' west of 29 th Avenue. Include advanced stop bars and advanced pedestrian crossing warning signage with one high-visibility crosswalk across Van Buren Street.
21	Van Buren St Sidewalk Widening	Pedestrian/sidewalk	Van Buren St	35 th Avenue 31 st Avenue	33 rd Avenue 29 th Avenue	A. Widen the existing sidewalk from 5' to 10' wide on the north side of Van Buren Street from 35 th Avenue to 33 rd Avenue – a total of 1,163' of sidewalk. B. Widen the existing sidewalk from 5' to 10' wide on the north side of Van Buren Street from 31 st Avenue to 29 th Avenue – a total of 1,212' of sidewalk.



Map Id	Project Name	Category	Street or Intersection	Start	End	Description
22	Van Buren St Pedestrian-Scale Lighting	Street lighting	Van Buren Street	35 th Avenue	27 th Avenue	<p>A. Install pedestrian scale street lighting on existing street lights, traffic signal posts, and electric unity poles on both the north and south side of Van Buren Street between 35th Avenue and 27th Avenue.</p> <p>B. Existing street lights are located between the curb and the sidewalk resulting in less illumination on the sidewalks presenting increased opportunity for conflicts between pedestrians and bicyclists with vehicles, particularly at driveway locations.</p> <p>C. This would include 22 LED pedestrian scale lights on the southside of Van Buren Street and 25 LED pedestrian scale lights on the north side of Van Buren Street.</p>
23	Enhanced Bus Shelters	Transit	Throughout the MA	-		<p>Convert the existing bus stop to an ADA-compliant and include the following corresponding improvements:</p> <ul style="list-style-type: none"> • 35th Avenue and Moreland Street (SB) <ul style="list-style-type: none"> ○ Shelter, Bench & trash receptacle • 35th Avenue and Roosevelt Street (SB) <ul style="list-style-type: none"> ○ Shelter, Bench & trash receptacle • 35th Avenue and Filmore Street (NB) <ul style="list-style-type: none"> ○ Shelter, Bench & trash receptacle • Van Buren Street and 25th Avenue (WB) <ul style="list-style-type: none"> ○ Shelter, Bench & trash receptacle • 27th Avenue and I-10 (SB) <ul style="list-style-type: none"> ○ Shelter, Bench & trash receptacle • 27th Avenue and I-10 (NB) <ul style="list-style-type: none"> ○ Shelter, Bench & trash receptacle • 27th Avenue and Roosevelt Street (NB/SB) <ul style="list-style-type: none"> ○ Shelter, Bench & trash receptacle • 27th Avenue and Filmore Street (NB/SB) <ul style="list-style-type: none"> ○ Shelter, Bench & trash receptacle • 27th Avenue and Adams Street (SB) <ul style="list-style-type: none"> ○ Shelter, Bench & trash receptacle • 27th Avenue and Jefferson Street (NB) <ul style="list-style-type: none"> ○ Shelter, Bench & trash receptacle
24	Van Buren Street Curb Ramps	Curb ramps	Van Buren Street corridor			<p>A. Convert all the ramps on the south leg of the Van Buren Street and 29th Avenue intersection to be ADA-compliant.</p>
25	35 th Avenue Curb Ramps	Curb ramps	35 th Avenue corridor			<p>A. Convert the ramps on the northwest and southwest corners at 35th Avenue and Jackson Street to be ADA-compliant.</p> <p>B. Convert the ramps on northwest and southwest corners of 35th Avenue and Jefferson Street to be ADA-compliant.</p> <p>C. Convert all the ramps at Moreland Street and 35th Avenue to be ADA-compliant.</p>
26	27 th Avenue Curb Ramps	Curb ramps	27 th Avenue corridor			<p>A. Convert all the ramps at Portland Street and 27th Avenue to be ADA-compliant.</p> <p>B. Convert the ramps on the northeast and southeast corners of Jackson Street and 27th Avenue to be ADA-complaint.</p>
27	31 st Avenue Curb Ramps	Curb ramps	31 st Avenue corridor			<p>A. Convert the ramps on the northwest and southwest corners at Jackson Street and 31st Avenue to be ADA-compliant.</p> <p>B. Convert the ramps on northwest and southwest corners of Jefferson Street and 31st Avenue to be ADA-compliant.</p> <p>C. Convert all the ramps at Moreland Street and 31st Avenue to be ADA-compliant.</p>



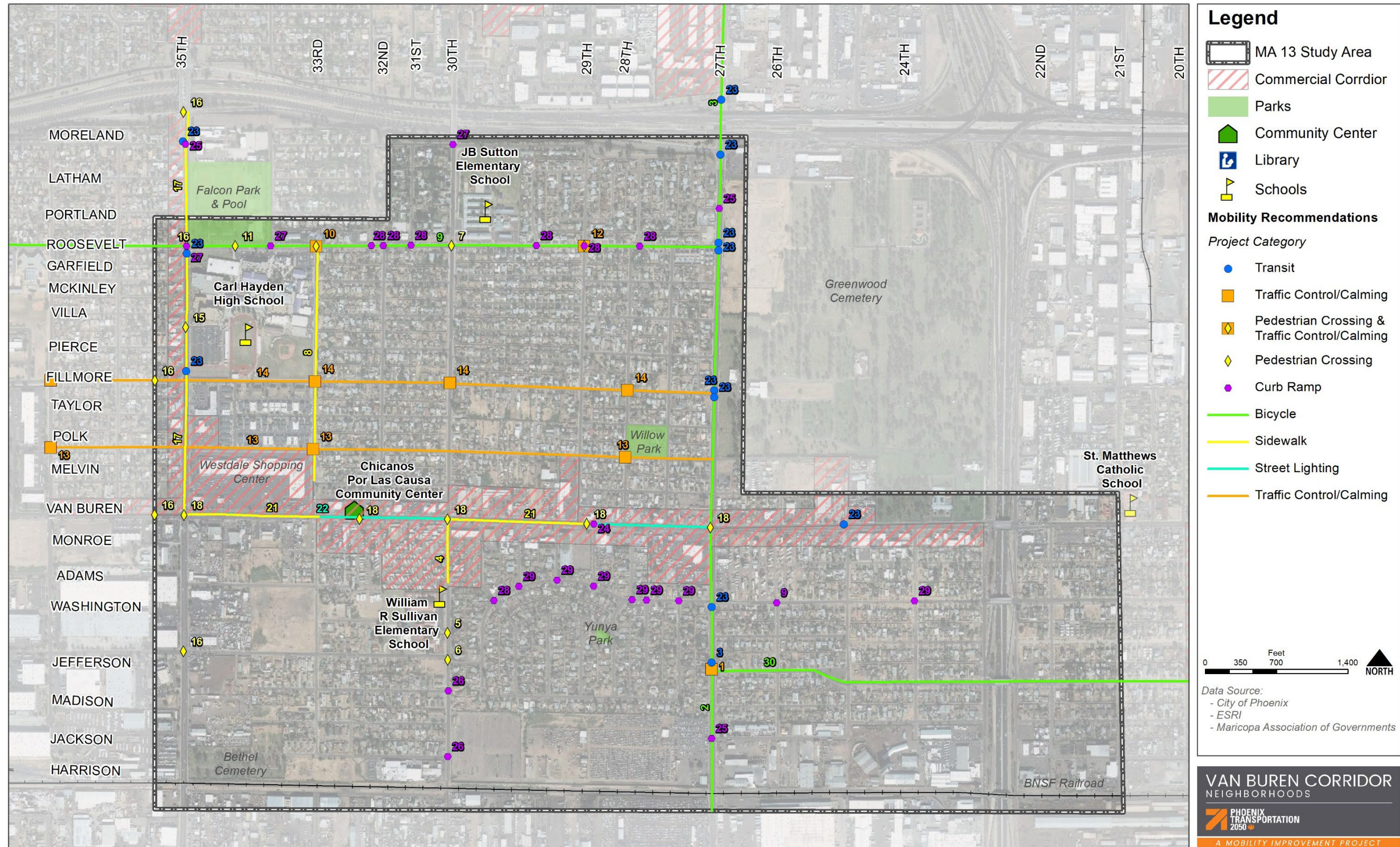
Map Id	Project Name	Category	Street or Intersection	Start	End	Description
28	Roosevelt Street Curb Ramps	Curb ramps	Roosevelt Street corridor			<p>A. Convert the ramps on the north corners at 34th Avenue and Roosevelt Street to be ADA-compliant.</p> <p>B. Convert the ramps on the south west corner at 35th Avenue and Roosevelt Street to be ADA-compliant.</p> <p>C. Convert the ramps on the north corners at 33rd Avenue and Roosevelt Street to be ADA-compliant.</p> <p>D. Convert the all the ramps at 32nd Avenue and Roosevelt Street to be ADA-compliant.</p> <p>E. Convert the all the ramps at 30th Avenue and Roosevelt Street to be ADA-compliant.</p> <p>F. Convert the ramps on the north corners at 29th Avenue and Roosevelt Street to be ADA-compliant.</p> <p>G. Convert the ramps on the north corners at 28th Avenue and Roosevelt Street to be ADA-compliant.</p>
29	Adams Street Curb Ramps	Curb ramps	Adams Street corridor			<p>A. Convert the ramps all of the ramps at 24th Avenue and Adams Street to be ADA-compliant.</p> <p>B. Convert the ramps on the south corners at 26th Avenue and Adams Street to be ADA-compliant.</p> <p>C. Convert the ramps on the south corners at 27th Drive and Adams Street to be ADA-compliant.</p> <p>D. Convert the ramps on the south corners at 28th Avenue and Adams Street to be ADA-compliant.</p> <p>E. Convert the ramps on the north corners at 29th Drive and Adams Street to be ADA-compliant.</p> <p>F. Convert the ramps on the north corners at 29th Avenue and Adams Street to be ADA-compliant.</p> <p>G. Convert the ramps on the north corners at 30th Avenue and Adams Street to be ADA-compliant.</p> <p>H. Convert the ramps on the north corners at 30th Drive and Adams Street to be ADA-compliant.</p>



30	Jefferson Street Bike Lane Improvement	Bicycle	Jefferson Street	27 th Avenue	19 th Avenue	<p>A. <u>27th Ave to 25th Ave</u></p> <ul style="list-style-type: none"> Remove the existing sharrow 65' east of 27 Ave. Extend the existing 5' bike lane from 115' west 25th Ave to be flush with 27th Ave. Remove existing green bike lane pavement marking 115' west of 27th Ave. Add a green bike lane pavement marking in the bike lane on the east and west leg of Jefferson St at the intersection of 26th Ave Paint a new green bike lane pavement marking at the new west terminus of the bike lane. Add No Parking Signs on the south side of Jefferson St between 25th Ave and 520' east of 25th Ave. In this section the on street parking is terminated and the bike lane is frequently obstructed by parked vehicles. There are currently 5 opportunities to add the No Parking Signage at existing poles. <p>B. <u>25th Ave to 24th Ave</u></p> <ul style="list-style-type: none"> Remove the existing sharrow (2) Convert the existing 7' wide on street parking lane on the southside of the Jefferson St to a 7' bike lane. Introduce bike lane and no parking signage in appropriate increments along this stretch in accordance to City standards. Paint a green bike lane pavement marking on east leg of Jefferson St at the intersection of 25th Ave. Paint a green bike lane pavement marking on the west of leg of Jefferson St at the intersection of 24th Ave. <p>C. <u>24th Ave to NB 1-17 Frontage Rd</u></p> <ul style="list-style-type: none"> Add diagonal cross-hatch striping inside the buffer of the bike lane approaching 23rd Ave. Add a green bike lane pavement marking at the east end of the bike lane approaching 23rd Ave. Add dashed cat track pavement markings through the intersection of Jefferson St and 23rd Ave. Continue the diagonal cross-hatch striping within the buffer on the I-17 overpass. Add a green bike lane pavement marking at the east of the of bike lane on the I-17 overpass. <p>D. <u>NB I-17 Frontage Rd to 21st Ave</u></p> <ul style="list-style-type: none"> Continue the diagonal cross-hatch striping within the buffer from the NB 1-17 Frontage Rd to 21st Ave. Extend the buffered bike lane 33' on the west leg of Jefferson St at 22nd Ave to be flush with 22nd Ave. Add a green bike lane pavement marking at the end of the buffered bike lane striping. Extend the buffered bike lane 35' on the east leg of Jefferson St at 22nd Ave to be flush with 22nd Ave. Add a green bike lane pavement marking at the beginning of the buffered bike lane striping. Continue the buffer on the bike lane approaching 21st Ave. The buffer begins to narrow/terminate approx. 275' east of the intersection while the traffic lane on the north side varies in width from 13' - 16'+ within the 275'. The taper in the buffered bike lane is likely due to the street cross section change between 20th Ave and 19th Ave. If the City doesn't opt for widening option mentioned below, this improvement may be nullified. Extend the bike lane 24' to the 21st Ave and paint a green bike lane pavement marking at the end of the painted bike lane. <p>E. <u>21st Ave to 19th Ave</u></p> <ul style="list-style-type: none"> Extend the bike lane west to 21st Ave 23' to be flush with the intersection. Paint a green bike lane pavement marking at the start of the painted bike lane. Extend the bike lane east to 20th Ave 52' to be flush with the intersection. Paint a green bike lane pavement marking at the start of the painted bike lane. Paint a green bike lane pavement marking at the start and the end of the bike lane approaching 19th Ave. <i>Jefferson St widening Option</i> Widen the southside of the Jefferson Street approximately 10-14' to allow the buffered bike lane to continue from 22nd Ave to 19th Ave with three traffic lanes. The widening of Jefferson St would significantly increase the cost of this project. The bike lane would maintain a 5' width with buffer varying in width. Dashed cat tracks would be required to connect the bike lane with the existing bike lane at 19th Ave.
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Figure 3: MA 13 Proposed Mobility Recommendations





Project Name		Project ID
27 th Avenue and Jefferson Street Traffic Signal		1
Project Limits		Prioritization Score
27 th Avenue and Jefferson Street		60
Current Conditions		Destinations
<ul style="list-style-type: none"> Approximately 14,000 average daily traffic day on 27th Avenue and approximately 4,700 average daily traffic eastbound on Jefferson Street. 15 vehicle-vehicle collisions at the intersection with two resulting a serious injury and another one resulting in a minor injury. Two pedestrian/bicycle injuries at the intersection. 		<ul style="list-style-type: none"> Food City Burger Shop Circle K Yunya Park Union Pochea Green Acres Mobile and RV Park
Project Elements	Project Type	Benefits
Traffic Signal	Traffic Control/Calming	Provides efficient traffic movement
Continental Crosswalks	Pedestrian Crossing	Increases visibility and safety

Detailed Project Elements

- Construct a new four-way traffic signal with advanced stop bars and continental crosswalks. There is existing conduit as this intersection was signalized in the past but has since been removed.
- This intersection is currently an uncontrolled dual left turn southbound 27th Avenue onto Jefferson Street and has no crosswalks or signal in either direction on 27th Avenue for two or more blocks.
- Stripe continental crosswalks on all four legs of the intersection.

Project Location	Project Cost Estimates	
	Design	\$197,840.07
	ROW	-
	Construction	\$537,927.75
	Other	\$430,408.90
	TOTAL	\$1,166,176.73
Delivery Considerations		
<ul style="list-style-type: none"> A formal signal warrant analysis would be required prior to the implementation of the traffic signal. Right-of-way may be required in order to install the signal heads. 		



Project Name	Project ID
27 th Avenue and Jefferson Street Traffic Signal	1
Project Limits	Prioritization Score
27 th Avenue and Jefferson Street	60

Project Example Photos





Project Name		Project ID
27 th Avenue Bike Lane (south of I-10)		2
Project Limits		Prioritization Score
I-10 to Jefferson Street (1-mile)		76
Current Conditions		Destinations
<ul style="list-style-type: none"> Approximately 14,000 average daily traffic on 27th Avenue with five general purpose lanes. Connection to regional bus routes 3 and 27. Programmed pavement preservation FY 22-23. Provides access to the neighborhood grocery and other services. Connects to future planned I-17 pedestrian overpass at Encanto Boulevard. 		<ul style="list-style-type: none"> Food City Burger Shop Circle K Yunya Park, Union Pochecha, Green Acres Water Mill
Project Elements	Project Type	Benefits
Bike lane	Bicycle facility	Expanded mode choices
Green pavement marking	Bike facility	Improve bicycle safety

Detailed Project Elements

- B. Existing traffic volumes on 27th Ave. can be accommodated with fewer lanes while maintaining a LOS of C or better. Through reconfiguration of existing striping, remove one southbound travel lane and introduce a bike lane in both the northbound and southbound directions.
- C. 27th Avenue pavement section is currently 64' wide and the proposed cross section would include - | 5' SB BL | 12' SB TL | 10' SB TL | 10' TWLTL | 10' NB TL | 12' NB TL | 5' NB BL

Project Location	Project Cost Estimates	
	Design	\$56,518.21
	ROW	-
	Construction	\$213,073.83
	Other	\$9,759.11
	TOTAL	\$279,351.15
	Delivery Considerations	
	<ul style="list-style-type: none"> 	



Project Name	Project ID
27 th Avenue Bike Lane (south of I-10)	2
Project Limits	Prioritization Score
I-10 to Jefferson Street (1-mile)	76

Project Example Photos





Project Name		Project ID
27 th Avenue Bike Lane (north of I-10)		3
Project Limits		Prioritization Score
I-10 to Encanto Boulevard (3/4 – mile)		63
Current Conditions		Destinations
<ul style="list-style-type: none"> Approximately 14,000 vehicles a day on 27th Avenue with five general purpose lanes. Connection to regional bus routes 3 and 27. Programmed pavement preservation FY 22-23. Provides access to multiple regional commercial services at McDowell Rd. Connects to future planned I-17 pedestrian overpass at Encanto Boulevard. 		<ul style="list-style-type: none"> Numerous commercial services at McDowell Rd. Mariscos La Palapa ARCO 27th Avenue Bar and Grill Neveria El Picachu Shamrock Foods Comfort Inn West Phoenix
Project Elements	Project Type	Benefits
Bike lane	Bicycle facility	Expanded mode choices
Green pavement marking	Bike facility	Improve bicycle safety

Detailed Project Elements

- Through reconfiguration of existing striping, remove one northbound travel and introduce a bike lane in both the northbound and southbound directions.
- 2nd Avenue is currently 64' wide and the proposed cross section would include - | 5' SB BL | 12' SB TL | 10' SB TL | 10' TWLTL | 10' NB TL | 12' NB TL | 5' NB BL |
- Need to discuss existing geometry and pinch point at I-10 underpass.
- conduct turning count study to determine the need of two NB turn lanes (ADOT)

Project Location	Project Cost Estimates	
	Design	\$52,226.74
	ROW	-
	Construction	\$166,225.20
	Other	\$7,613.37
	TOTAL	\$226,065.31
	Delivery Considerations	
	<ul style="list-style-type: none"> Coordination with Arizona Department of Transportation will be required to reconfigure 27th Avenue under the I-10 overpass. Likely a turning movements counts will need to be conducted to remove one of the northbound left turn lanes. 	



Project Name	Project ID
27 th Avenue Bike Lane (north of I-10)	3
Project Limits	Prioritization Score
I-10 to Encanto Boulevard (3/4-mile)	63

Project Example Photos





Project Name		Project ID
31 st Avenue Sidewalk, east side of roadway		4
Project Limits		Prioritization Score
Van Buren Street to approx. 613' south of Van Buren Street		82
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian activity. • High priority missing sidewalk gap. • Approximately 3,900 vehicles per day. • Two pedestrian serious injuries within the project limits. • Improves mobility and safety of pedestrian access to William R. Sullivan Elementary School. 		<ul style="list-style-type: none"> • Chicanos Por La Causa • William R. Sullivan Elementary School • Birrieria Obregon • Tortas Paquime • Taqueria El Fundador • La Sonorense Bakery
Project Elements	Project Type	Benefits
New Sidewalk	Sidewalk	Increases connectivity

Detailed Project Elements

A. This east side of this segment of 31st Avenue has no sidewalk and with the close proximity to William R. Sullivan elementary school, this is an optimal location to close a sidewalk gap with the construction of a 5' wide sidewalk. There is currently no curb or gutter on the east side of the street which could inhibit the implementation of this recommendation or significantly increase the cost of this project.

Project Location	Project Cost Estimates	
	Design	\$47,864.44
	ROW	-
	Construction	\$118,603.43
	Other	\$5,432.22
	TOTAL	\$171,900.08
	Delivery Considerations	
	<ul style="list-style-type: none"> • Potential utility pole conflicts and a sidewalk project would have to include the construction of driveway aprons for each single-family home impacted. 	



Project Name	Project ID
31 st Avenue Sidewalk, east side roadway	4
Project Limits	Prioritization Score
Van Buren Street to approx. 613' south of Van Buren Street	82

Project Example Photos





Project Name		Project ID
31st Avenue CRFB		5
Project Limits		Prioritization Score
31st Avenue, approx.234' north of Washington Street		73
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian activity. • Approximately 3,900 vehicles per day. • Two pedestrian serious injuries less than a quarter mile from the project. • Provides significantly safer access to William R Sullivan Elementary School. 		<ul style="list-style-type: none"> • Chicanos Por La Causa • William R. Sullivan Elementary School • Birrieria Obregon • Tortas Pauqime, • Taqueria El Fundador • La Sonorense Bakery
Project Elements	Project Type	Benefits
Mid-block CRFB	Pedestrian crossing	Increases safety and visibility
Advanced pedestrian warning signage	Pedestrian crossing	Increases safety
Continental crosswalk	Pedestrian crossing	Increases visibility and safety

Detailed Project Elements

- A. To promote safer school access, convert existing yellow marked crosswalk into a yellow continental crosswalk with a push activated CRFB with striped stop bars. Include pedestrian advanced signage.

Project Location	Project Cost Estimates	
	Design	\$55,482.15
	ROW	-
	Construction	\$101,763.44
	Other	\$109,241.07
	TOTAL	\$266,486.66
	Delivery Considerations	
	<ul style="list-style-type: none"> • 	



Project Name	Project ID
31 st Avenue CRFB	5
Project Limits	Prioritization Score
31 st Avenue, approx. 234' north of Washington Street	73

Project Example Photos





Project Name		Project ID
31 st Avenue Crosswalks		6
Project Limits		Prioritization Score
31 st Avenue and Washington Street		73
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian activity. • Approximately 3,900 vehicles per day. • Two pedestrian serious injuries less than a quarter mile from the project. • Provides significantly safer access to and from William R. Sullivan Elementary School and the adjacent residential neighborhoods. 		<ul style="list-style-type: none"> • Chicanos Por La Causa • William R. Sullivan Elementary School • Birrieria Obregon • Tortas Pauqime, • Taqueria El Fundador • La Sonorense Bakery
Project Elements	Project Type	Benefits
Continental crosswalks	Pedestrian crossing	Increases safety and visibility
Stop bars	Traffic control/calming	Increases safety
Advanced pedestrian warning and wayfinding signage	Pedestrian crossing	Increases visibility and safety

Detailed Project Elements

- Stripe three white continental sidewalks at the intersection of 31st Avenue and Washington Street: north leg, east leg, and west leg.
- Stripe stop bars at all four legs of the intersection.
- Install crosswalk signage to encourage pedestrians to utilize crosswalks.

Project Location	Project Cost Estimates	
	Design	\$39,102.41
	ROW	-
	Construction	\$22,951.31
	Other	\$1,051.21
	TOTAL	\$63,104.93
	Delivery Considerations	
	<ul style="list-style-type: none"> • 	



Project Name	Project ID
31 st Avenue Crosswalks	6
Project Limits	Prioritization Score
31 st Avenue and Washington Street	73

Project Example Photos





Project Name		Project ID
Roosevelt Street Crosswalks		7
Project Limits		Prioritization Score
31 st Avenue and Roosevelt Street		66
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 7,800 vehicles per day at the intersection. • Provides improved safety and ease of access to JB Sutton Elementary School, Carl Hayden High School, Falcon Park, medical services and adjacent land uses. 		<ul style="list-style-type: none"> • Falcon Park • Carl Hayden High School • JB Sutton Elementary School • Active Learning Center • Your Neighborhood Healthcare • Watermill • Roosevelt Super Market
Project Elements	Project Type	Benefits
Continental crosswalks	Pedestrian crossing	Increases visibility and safety
Stop bars	Traffic control/calming	Increases safety

Detailed Project Elements

- A. Stripe white continental sidewalks on all four legs of the intersection at 31st Avenue and Roosevelt Street
- B. Stripe stop bars at all four legs of the intersection.

Project Location	Project Cost Estimates	
	Design	\$39,598.45
	ROW	-
	Construction	\$28,366.36
	Other	\$1,299.22
	TOTAL	\$69,264.03
	Delivery Considerations	
	<ul style="list-style-type: none"> • 	



Project Name	Project ID
Roosevelt Street Crosswalks	7
Project Limits	Prioritization Score
31 st Avenue and Roosevelt Street	66

Project Example Photos





Project Name		Project ID
33 rd Avenue Sidewalk, east side of street		8
Project Limits		Prioritization Score
Roosevelt Street to Melvin Street (approx. 1,326 feet in length)		81
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Provides improved safety and ease of access to JB Sutton Elementary School, Carl Hayden High School, Falcon Park, medical services and adjacent land uses. 		<ul style="list-style-type: none"> • Falcon Park • Carl Hayden High School • JB Sutton Elementary School • Active Learning Center • Your Neighborhood Healthcare • Watermill • Roosevelt Super Market • Food City/Westgate Center services
Project Elements	Project Type	Benefits
New Sidewalk	Sidewalk	Increases connectivity

Detailed Project Elements

A. The east side of this 1,326' segment of 33rd Avenue has no sidewalk and with the close proximity to Carl Hayden High School, and southern connection to Food City/Westgate Center, makes this is an optimal location to close a sidewalk gap with the construction of a 5' wide sidewalk. There is currently curb or gutter on the east side of the street and there appears to be sufficient right-of-way and/or public utility easement for a 5' wide sidewalk or wider. Existing utility pole conflicts and fire hydrants do exist at multiple locations.

Project Location	Project Cost Estimates	
	Design	\$661,990.86
	ROW	-
	Construction	\$3,177,918.64
	Other	\$145,553.53
	TOTAL	\$3,985,463.02
	Delivery Considerations	
	<ul style="list-style-type: none"> • Sidewalk design modifications to avoid and/or mitigate existing utility poles and fire hydrants may be necessary. • Right-of-way acquisition may be required to implement the recommendation. 	



Project Name	Project ID
33 rd Avenue Sidewalk	8
Project Limits	Prioritization Score
Roosevelt Street to Melvin Street	81

Project Example Photos





Project Name		Project ID
Roosevelt Street Bike Facility		9
Project Limits		Prioritization Score
43 rd Avenue to 27 th Avenue -approx. 2 miles in length		70
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 3,500 vehicles per day at the intersection. • Provides improved safety and ease of access to JB Sutton Elementary School, Carl Hayden High School, Falcon Park, medical services and adjacent land uses. 		<ul style="list-style-type: none"> • Falcon Park • Carl Hayden High School • JB Sutton Elementary School, • Active Learning Center • Your Neighborhood Healthcare • Watermill •
Project Elements	Project Type	Benefits
Bike lane	Bike facility	Expand mode choices
Bike Box	Bike facility	Increase bike visibility and safety

Detailed Project Elements

- Stripe 9' buffered bike lanes (5' bike lane and 4' buffer) with green pavement markings from 43rd Avenue to 41st Avenue. The current pavement section is 40' wide with two 20' travel lanes (on-street parking is not permitted in this segment). The proposed cross section would include 9' EB BBL | 11' EB TL | 11' WB TL | 9' WB BBL.
- Stripe 5' bike lanes from 41st Avenue to 39th Avenue. The current pavement section is 40' wide with one 20' WB travel lane and one 12' EB travel lane with 8' on-street parking. On-street parking is not permitted on the north side of the street). The proposed cross section would include 8' PL | 5' EB BL | 11' EB TL | 11' WB TL | 5' WB BBL.
- Restripe the bike lanes to go all the way up to the intersections and introduce green pavement markings at intersections between 39th Avenue and 37th Avenue.
- Stripe 4' bike lanes between 37th Avenue and 36th Avenue with green pavement markings. The current pavement section is 30' with two 15' travel lanes (on-street parking is not permitted). The proposed cross section would include 4' EB BL | 11' EB TL | 11' EB TL | 4' EB BL.
- Restripe the bike lanes to go all the way up to the intersections and introduce green pavement markings at intersections between 36th Avenue and 35th Avenue. Reconfigure the west and east legs to have a combined-bike lane/turn lane with a bike box.
- Restripe the bike lanes to go all the way up to the intersections and introduce green pavement markings at intersections between 35th Avenue and 31st Avenue. Travel lanes vary from 14-15', apply 1-2' buffer to the bike lane where applicable.
- Stripe 4' bike lanes with green pavement markings from 31st Avenue to 27th Avenue. The current pavement section is 40' wide with two 12' travel lanes and 8' on-street parking on both sides. The proposed cross section would include 6' PL 4' EB BL | 10' EB TL | 10' WB TL | 4' WB BL | 6' PL. The school drop-off/pick-up zone will remain as is and not impacted.

Project Location	Project Cost Estimates	
	Design	\$63,304.35
	ROW	-
	Construction	\$273,180.37
	Other	\$12,512.08
	TOTAL	\$348,996.80
	Delivery Considerations	
<ul style="list-style-type: none"> • Right turn on red restriction may be required at 35th Avenue and Roosevelt Street. 		



Project Name	Project ID
Roosevelt Street Bike Facility	9
Project Limits	Prioritization Score
43 rd Avenue to 27 th Avenue -approx. 2 miles in length	70

Project Example Photos





Project Name	Project ID
Roosevelt Street and 33 rd Avenue Intersection Improvements	10
Project Limits	Prioritization Score
Roosevelt Street and 33 rd Avenue	65

Current Conditions	Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 3,500 vehicles per day at the intersection. • Provides improved safety and ease of access to JB Sutton Elementary School, Carl Hayden High School, Falcon Park, medical services and adjacent land uses. 	<ul style="list-style-type: none"> • Falcon Park • Carl Hayden High School • JB Sutton Elementary School • Active Learning Center • Your Neighborhood Healthcare • Watermill • Roosevelt Super Market • Shell • Circle K

Project Elements	Project Type	Benefits
Continental Crosswalks	Pedestrian Crossing	Increases visibility and safety
Stop Sign	Traffic Control/Calming	Reduces vehicular speed

Detailed Project Elements

- This is an uncontrolled, 3-point intersection, with an uncontrolled white ladder crosswalk 200' to the west on Roosevelt Street. Remove the existing crosswalk, and pedestrians can use this new stop-controlled intersection to cross Roosevelt Street and 33rd Avenue. Add continental crosswalks at all three legs of the intersection. The stop control will likely, reduce vehicular travel speeds in front of Carl Hayden High School (and along the Roosevelt Rd corridor) while also provide a safer pedestrian crossing compared the existing mid-block sidewalk.
- A neighborhood traffic circle can be a secondary option for consideration.

Project Location	Project Cost Estimates	
	Design	\$38,405.14
	ROW	-
	Construction	\$15,339.42
	Other	\$702.57
	TOTAL	\$54,447.12
	Delivery Considerations	
<ul style="list-style-type: none"> • 		



Project Name	Project ID
Roosevelt Street and 33 rd Avenue Intersection Improvement	10
Project Limits	Prioritization Score
Roosevelt Street and 33 rd Avenue	65

Project Example Photos





Project Name		Project ID
Carl Hayden High School CRFB		11
Project Limits		Prioritization Score
Roosevelt Street, approx..446' east of 35 th Avenue		65
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 3,500 vehicles on Roosevelt Street per day. • Provides improved safety and ease of access to JB Sutton Elementary School, Falcon Park, and adjacent land uses. • Six pedestrian injuries within less than a 1/4 mile from the project. 		<ul style="list-style-type: none"> • Falcon Park • Carl Hayden High School • JB Sutton Elementary School • Active Learning Center • Your Neighborhood Healthcare • Watermill • Roosevelt Super Market • Shell • Circle K
Project Elements	Project Type	Benefits
CRFB	Pedestrian Crossing	Increases visibility and safety
Advanced pedestrian warning signage	Pedestrian crossing	Increases mobility
Stop bars	Traffic control/calming	Increases safety

Detailed Project Elements

- A. Upgrade the existing high-visibility sidewalk in front of Carl Hayden High School and Falcon Park (approx. 446' east of 35th Avenue) to include a push activated CRFB with pedestrian advanced warning signage and striped stop bars.

Project Location	Project Cost Estimates	
	Design	\$55,482.15
	ROW	-
	Construction	\$101,763.44
	Other	\$109,241.07
	TOTAL	\$266,486.66
	Delivery Considerations	
<ul style="list-style-type: none"> • 		



Project Name	Project ID
Carl Hayden High School CRFB	11
Project Limits	Prioritization Score
Roosevelt Street and 446' east of 35 th Avenue	65

Project Example Photos





Project Name		Project ID
Roosevelt Street and 29 th Avenue Intersection Improvements		12
Project Limits		Prioritization Score
Roosevelt Street and 29 th Avenue		62
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 3,500 vehicles on Roosevelt Street per day. • Provides improved safety and ease of access to JB Sutton Elementary School, Carl Hayden High School, Falcon Park, and adjacent land uses. • Six pedestrian injuries within less than a 1/2 mile from the project. 		<ul style="list-style-type: none"> • Falcon Park • Carl Hayden High School • JB Sutton Elementary School • Active Learning Center, • Your Neighborhood Healthcare • Watermill • Roosevelt Super Market • Shell • Circle K
Project Elements	Project Type	Benefits
Stop sign	Traffic control/calming	Increases visibility and safety
Continental crosswalks	Pedestrian crossing	Reduces vehicular speed
Stop bar	Traffic control/calming	Increases visibility for vehicles

Detailed Project Elements

- This intersection is currently two-way stop on 29th Ave. Frequent vehicle speeding on Roosevelt Rd. has been identified multiple times by public input received. With its proximity to multiple schools, this intersection is a candidate for a four-way stop controlled intersection. Include stop bars on all four legs of the intersection. Paint a crosswalk across Roosevelt Street on the east and west legs of the intersection.
- A neighborhood traffic circle could be a secondary option for consideration, instead of a four-way stop controlled intersection.

Project Location	Project Cost Estimates	
	Design	\$40,116.38
	ROW	-
	Construction	\$34,020.45
	Other	\$1,558.19
	TOTAL	\$75,695.02
	Delivery Considerations	
<ul style="list-style-type: none"> • 		



Project Name	Project ID
Roosevelt Street and 29 th Avenue Intersection Improvements	12
Project Limits	Prioritization Score
Roosevelt Street and 29 th Avenue	62

Project Example Photos





Project Name		Project ID
Polk Street Traffic Calming		13
Project Limits		Prioritization Score
37 th Avenue to 27 th Avenue, approx. 6,571' in length		84
Current Conditions		Destinations
<ul style="list-style-type: none"> Provides improved safety and ease of access to JB Sutton Elementary School, Willow Park, adjacent residential neighborhoods and other adjacent land uses. 20 vehicle-vehicle collisions within the project limits on Polk Street with the majority resulting in no injury. Frequent vehicular speeding and cut-through traffic Polk Street. 		<ul style="list-style-type: none"> Westdale Shopping Center Food City Church's Chicken Chicanos Por La Causa Wells Fargo Bank Circle K Shell Taqueria El Fundador, Birrieria Obregon, Universal
Project Elements	Project Type	Benefits
Stop signs	Traffic Control/Calming	Reduces vehicular speed
Continental Crosswalks	Pedestrian Crossings	Increases safety and visibility
Stop bars	Traffic control/calming	Increases visibility for vehicles

Detailed Project Elements

- To mitigate numerous resident complaints of existing speeding frequency and to discourage neighborhood cut-through traffic introduce one speed cushions per block on Polk Street between 37th Avenue and 27th Avenue.
- Convert the existing two-way stop-controlled intersections into four-way stop controlled intersections at 37th Avenue, 33rd Avenue, and 28th Avenue. Include crosswalks and stop bars at all legs of these intersections.
- Design speed cushions per the City of Phoenix speed cushion standard detail.

Project Location	Project Cost Estimates	
	Design	\$38,816.44
	ROW	-
	Construction	\$20,283.58
	Other	\$908.22
	TOTAL	\$60,008.24
	Delivery Considerations	
<ul style="list-style-type: none"> 		



Project Name	Project ID
Polk Street Traffic Calming	13
Project Limits	Prioritization Score
37 th Avenue to 27 th Avenue, approx. 6,571' in length	84

Project Example Photos

Cross Section View

Plan View

Speed Cushion Warning Sign

Installed about 175' before a series of speed cushions

*Note: If there is more than one speed cushion in a series, an additional sign shows the distance from the first speed cushion to the last.





Project Name		Project ID
Filmore Street Traffic Calming		14
Project Limits		Prioritization Score
39 th Avenue to 27 th Avenue, approx. 7,227' in length		84
Current Conditions		Destinations
<ul style="list-style-type: none"> • Provides improved safety and access to Carl Hayden High School, JB Sutton Elementary School, Willow Park, and other adjacent land uses. • Eight vehicle-vehicle collisions within the project limits on Fillmore Street with the majority resulting in no injury. 		<ul style="list-style-type: none"> • Carl Hayden High School • JB Sutton Elementary School • Neighborhood Healthcare • Active Learning Center • Westdale Shopping Center • Food City • Church's Chicken
Project Elements	Project Type	Benefits
Stop signs	Traffic control/calming	Reduces vehicular speed
Continental crosswalks	Pedestrian crossings	Increases safety and visibility
Stop bars	Traffic control/calming	Increases visibility for vehicles

Detailed Project Elements

- Introduce one speed cushions per block on Fillmore Street between 37th Ave and 27th Avenue.
- Convert the two-way stop-controlled intersections into four-way stop controlled intersections at 39th Avenue, 37th Avenue, 33rd Avenue, 31st Avenue, and 28th Avenue. Include crosswalks and stop bars at all legs of these intersections as well.
- Design speed cushions per the City of Phoenix speed cushion standard detail.

Project Location	Project Cost Estimates	
	Design	\$39,058.63
	ROW	-
	Construction	\$22,988.06
	Other	\$1,029.32
	TOTAL	\$63,076.01
	Delivery Considerations	
<ul style="list-style-type: none"> • 		



Project Name	Project ID
Filmore Street Traffic Calming	14
Project Limits	Prioritization Score
39 th Avenue to 27 th Avenue, approx. 7,227' in length	84

Project Example Photos

Cross Section View

Plan View

Installed about 175' before a series of speed cushions

*Note: If there is more than one speed cushion in a series, an additional sign shows the distance from the first speed cushion to the last.

**Speed Cushion
Warning Sign**





Project Name		Project ID
35 th Avenue – Carl Hayden High School Mid-Block Crossing		15
Project Limits		Prioritization Score
35 th Avenue, approx. 130' south of McKinley Street		64
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 35,000 vehicles on 35th Avenue per day. • Provides improved safety and ease of access to Carl Hayden High School, Falcon Park, and adjacent land uses. • 12 pedestrian injuries within less than a quarter mile from the project • Provides access to regional bus route 35 		<ul style="list-style-type: none"> • Shell, Circle K • Carl Hayden High School • Falcon Park • Westdale Shopping Center • Food City • Taco Bell
Project Elements	Project Type	Benefits
HAWK pedestrian crossing	Pedestrian crossing	Increases pedestrian safety
Advanced pedestrian warning signage	Pedestrian crossing	Enhances mobility
Continental crosswalks	Pedestrian crossing	Increases visibility

Detailed Project Elements

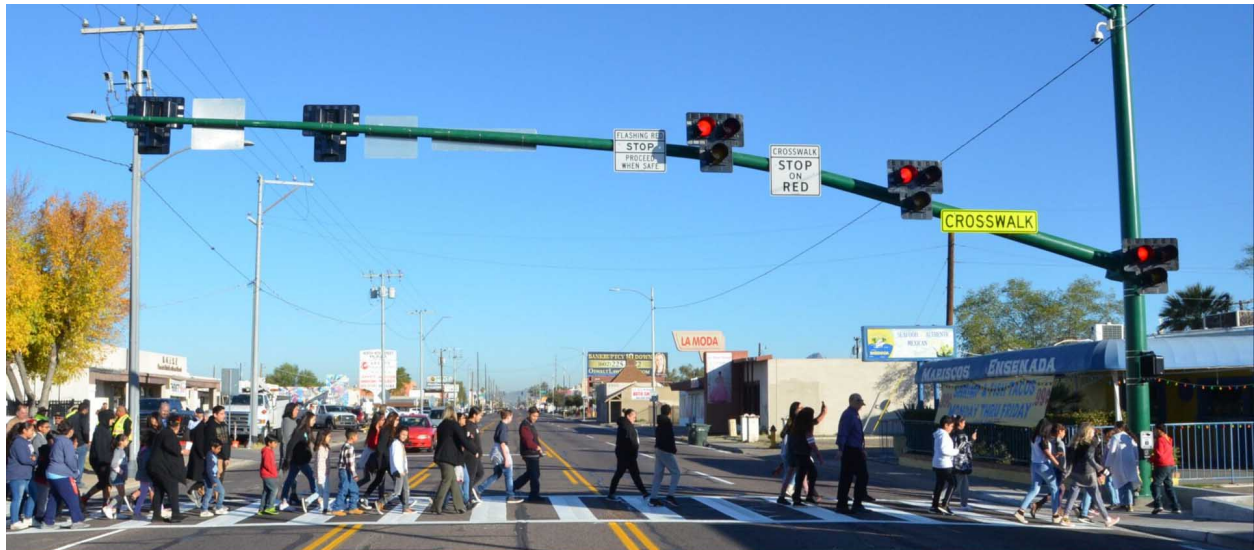
- A. Install a HAWK mid-block crossing approximately 130' south of McKinley Street to align with the northern driveway of Carl Hayden High Schools Parking lot. Include advanced stop bars and advanced pedestrian crossing warning signage. The HAWK would have one continental crosswalks across 35th Avenue.

Project Location	Project Cost Estimates	
	Design	\$71,104.98
	ROW	-
	Construction	\$158,027.87
	Other	\$167,805.55
	TOTAL	\$396,938.41
	Delivery Considerations	
<ul style="list-style-type: none"> • Reconfiguration of Carl Hayden High School's parking lot may be required to avoid potential conflict with southbound 35th Avenue left turning movements into parking lot. The north driveway may need to be entrance only and the southern driveway exit only. 		



Project Name	Project ID
35 th Avenue Mid-Block Crossing	15
Project Limits	Prioritization Score
35 th Avenue to 130' south McKinley Street	64

Project Example Photos



HAWK Pedestrian Signal at 16th Street and Palm Lane





Project Name		Project ID
35 th Avenue Signalized Intersection Pedestrian Improvements		16
Project Limits		Prioritization Score
Roosevelt Street to Washington Street		77
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 35,000 vehicles on 35th Avenue per day. • Provides improved safety at signalized intersections and ease access to Carl Hayden High School, Falcon Park, and adjacent land uses. • Six pedestrian injuries within less than a quarter mile from the project. • Provides access to regional bus route 35. 		<ul style="list-style-type: none"> • Westdale Shopping Center • Food City • Church's Chicken • Chicanos Por La Causa • Wells Fargo Bank • Circle K • Shell
Project Elements	Project Type	Benefits
Leading Pedestrian intervals	Traffic control/calming	Increases safety and mobility
Continental crosswalks	Pedestrian crossing	Enhances pedestrian visibility
Pedestrian lighting	Street lighting	Provides lighting in dark situations
Stop bars	Traffic control/calming	Increases visibility for vehicles

Detailed Project Elements

- Improve the existing signalized intersections on 35th Avenue to include advanced stop bars to provide additional visibility to motorists on where to stop at signalized intersections; enhance the existing standard crosswalks to high-visibility continental crosswalks; introduce pedestrian scale lighting to illuminate the intersections at night; and implement leading pedestrian intervals to provide an opportunity for less conflict between vehicles and pedestrians crossing the street.
- The intersections to improve include Roosevelt Street, Fillmore Street, Van Buren Street, and Washington Street.

Project Location	Project Cost Estimates	
	Design	\$93,426.54
	ROW	-
	Construction	\$279,328.78
	Other	\$162,005.90
	TOTAL	\$534,761.22
	Delivery Considerations	
<ul style="list-style-type: none"> • 		



Project Name	Project ID
35 th Avenue Signalized Intersection Pedestrian Improvements	16
Project Limits	Prioritization Score
Roosevelt Street to Washington Street	77

Project Example Photos

Leading Pedestrian Interval





Project Name	Project ID
35 th Avenue Sidewalk Widening	17
Project Limits	Prioritization Score
I-10 to Van Buren Street – 7,452' of widened sidewalk	80

Current Conditions	Destinations
<ul style="list-style-type: none"> High pedestrian and bicyclist activity. Approximately 35,000 vehicles on 35th Avenue per day. Improves pedestrian capacity and safety to Carl Hayden High School, Falcon Park, and adjacent land uses for numerous students who use daily municipal bus services to and from school Six pedestrian injuries within less than a quarter mile from the project. <p>Provides access to regional bus route 35.</p>	<ul style="list-style-type: none"> Carl Hayden High School JB Sutton Elementary School Neighborhood Healthcare Active Learning Center Westdale Shopping Center Food City Church's Chicken Chicanos Por La Causa Burger King Taco Bell McDonalds

Project Elements	Project Type	Benefits
Sidewalk widening	Sidewalk	Increases multimodal mobility
Sidewalk widening	Sidewalk	Increases multimodal mobility
Sidewalk widening	Sidewalk	Increases multimodal mobility
Sidewalk widening	Sidewalk	Increases multimodal mobility

Detailed Project Elements
<p>A. Widen the existing sidewalk from 6' to 10' wide on the east side of 35th Avenue from the I-10 overpass to 160' north of Filmore Street – a total of 2,476' of sidewalk</p> <p>B. There are two locations adjacent to Carl Hayden High School where the existing sidewalk needs to be fixed to match existing grade.</p> <p>C. Widen the existing sidewalk from 5' to 10' wide on the east side of 35th Avenue from Filmore Street to Van Buren Street – a total of 1,250' of sidewalk.</p> <p>D. Widen the existing sidewalk from 5' to 10' wide on the west side of 35th Avenue from the I-10 overpass to 180' north of Filmore Street a total of 2,476' of sidewalk.</p> <p>E. Widen the existing sidewalk from 5' to 10' wide on the west side of 35th Avenue from Filmore Street to Van Buren Street a total of 1,250' of sidewalk.</p>

Project Location	Project Cost Estimates	
	Design	\$173,815.94
	ROW	-
	Construction	\$827,901.32
	Other	\$37,070.21
	TOTAL	\$1,038,787.47
	Delivery Considerations	•



Project Name	Project ID
35 th Avenue Sidewalk Widening	17
Project Limits	Prioritization Score
I-10 to Van Buren Street - 7,452' of widened sidewalk	80

Project Example Photos





Project Name		Project ID
Van Buren Street Signalized Intersection Pedestrian Improvements		18
Project Limits		Prioritization Score
35 th Avenue to 27 th Avenue		67
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 30,000 vehicles on Van Buren Street per day. • Provides improved safety and ease of access to Westdale Shopping Center, Willow Park, Chicanos Por La Causa, and multiple retail land uses along the Van Buren corridor • eleven pedestrian injuries within the project limits and two fatalities less than a quarter mile from the project. Provides access to regional bus route 3 and 35.		<ul style="list-style-type: none"> • Westdale Shopping Center • Food City • Chicanos Por La Causa • Wells Fargo Bank • Circle K • Shell • Van Buren Medicine
Project Elements	Project Type	Benefits
Leading Pedestrian intervals	Traffic control/calming	Increases safety and mobility
Continental crosswalks	Pedestrian crossing	Enhances pedestrian visibility
Pedestrian lighting	Street lighting	Provides lighting in dark situations
Stop bars	Traffic control/calming	Increases visibility for vehicles

Detailed Project Elements

- Improve the existing signalized intersections on Van Buren Street to include advanced stop bars to provide additional visibility to motorists on where to stop at signalized intersections; enhance the existing standard cross walks to high-visibility continental crosswalks; introduce pedestrian scale lighting to illuminate the intersections at night; and implement leading pedestrian intervals to provide an opportunity for less conflict between vehicles and pedestrians crossing the street.
- The intersections to improve include 35th Avenue, 31st Avenue, and 27th Avenue.

Project Location	Project Cost Estimates	
	Design	\$59,835.25
	ROW	-
	Construction	\$165,284.79
	Other	\$97,097.62
	TOTAL	\$322,217.67
Delivery Considerations		



Project Name	Project ID
Van Buren Street Signalized Intersection Pedestrian Improvement	18
Project Limits	Prioritization Score
35 th Avenue to 27 th Avenue	67

Project Example Photos

Leading Pedestrian Interval





Project Name		Project ID
Van Buren Street Mid-Block HAWK Crossing Improvement		19
Project Limits		Prioritization Score
Van Buren Street, approx..210' west of 32 nd Avenue		70
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 30,000 vehicles on Van Buren Street per day. • Provides improved safety and ease of access to Westdale Shopping Center, Chicanos Por La Causa, Willow Park, and the other adjacent retail land uses. • eleven pedestrian injuries within the project limits and two fatalities less than a quarter mile from the project. Provides access to regional bus route 3 and 35. 		<ul style="list-style-type: none"> • Westdale Shopping Center • Food City • Church's Chicken • Chicanos Por La Causa • Wells Fargo Bank • Circle K • Birrieria Obregon • Tortas Paquime
Project Elements	Project Type	Benefits
HAWK signal	Pedestrian crossing	Increases pedestrian safety
Continental crosswalks	Pedestrian crossing	Increases visibility
Advanced pedestrian crossing warning signage	Pedestrian crossing	Increases mobility
Stop bars	Traffic control/calming	Increases visibility for vehicles

Detailed Project Elements

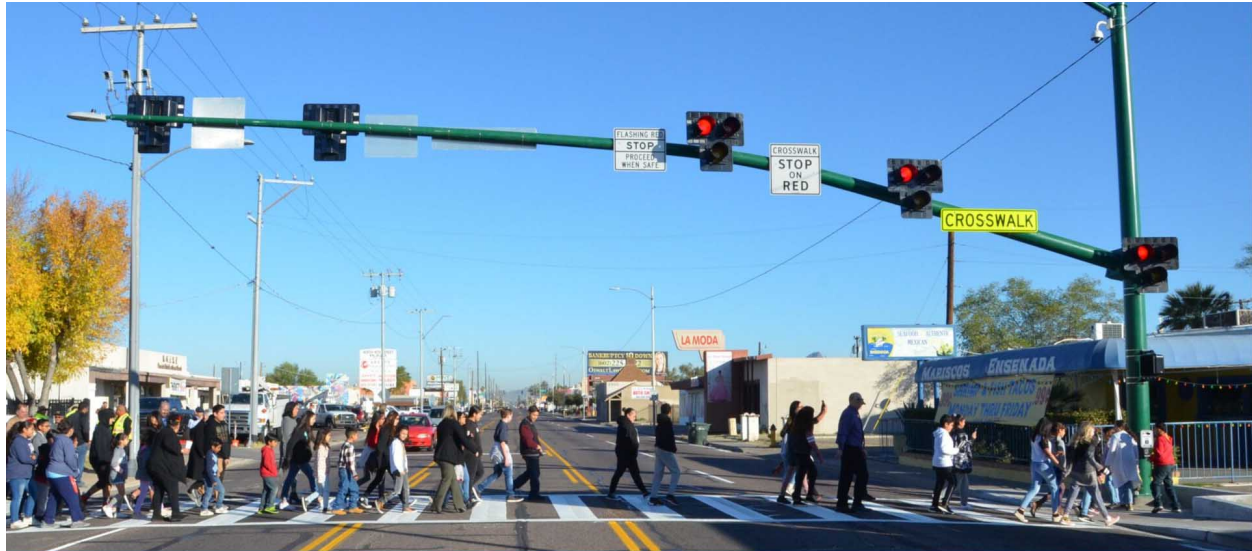
- Convert the existing RFB two-stage crosswalk 270' west of 32nd Avenue to a two-stage crosswalk with a push activated HAWK signal. There are also some sidewalk improvements that need to be made adjacent to the ramps on both side of the street.
- Also remove the continental crosswalks across Van Buren Street at 33rd Avenue and install signage to encourage pedestrian to cross Van Buren Street at the HAWK mid-block crossing approximately 320' to the east.

Project Location	Project Cost Estimates	
	Design	\$71,104.98
	ROW	-
	Construction	\$158,027.87
	Other	\$167,805.55
	TOTAL	\$396,938.41
	Delivery Considerations	
<ul style="list-style-type: none"> • 		



Project Name	Project ID
Van Buren Street Mid-Block Crossing Improvement	19
Project Limits	Prioritization Score
Van Buren Street and 210' west of 32 nd Avenue	70

Project Example Photos



HAWK Pedestrian Signal at 16th Street and Palm Lane





Project Name		Project ID
Van Buren Street Mid-Block Crossing		20
Project Limits		Prioritization Score
Van Buren Street, approx. 65' west of 29 th Avenue		71
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 30,000 vehicles on Van Buren Street per day. • Provides improved safety and ease of access to Westdale Shopping Center, Chicanos Por La Causa, Willow Park, and the other adjacent retail land uses. • Eleven pedestrian injuries within the project limits and two fatalities less than a quarter mile from the project near 27th Avenue and Van Buren Street. • Provides access to regional bus route 3 and 35. 		<ul style="list-style-type: none"> • Chicanos Por La Causa • Wells Fargo Bank • Circle K • Birrieria Obregon • Tortas Paquime • Food City
Project Elements	Project Type	Benefits
HAWK signal	Pedestrian crossing	Increases pedestrian safety
Continental crosswalk	Pedestrian crossing	Increases visibility
Advanced pedestrian crossing warning signage	Pedestrian crossing	Increases mobility
Stop bars	Traffic control/calming	Increases visibility for vehicles

Detailed Project Elements

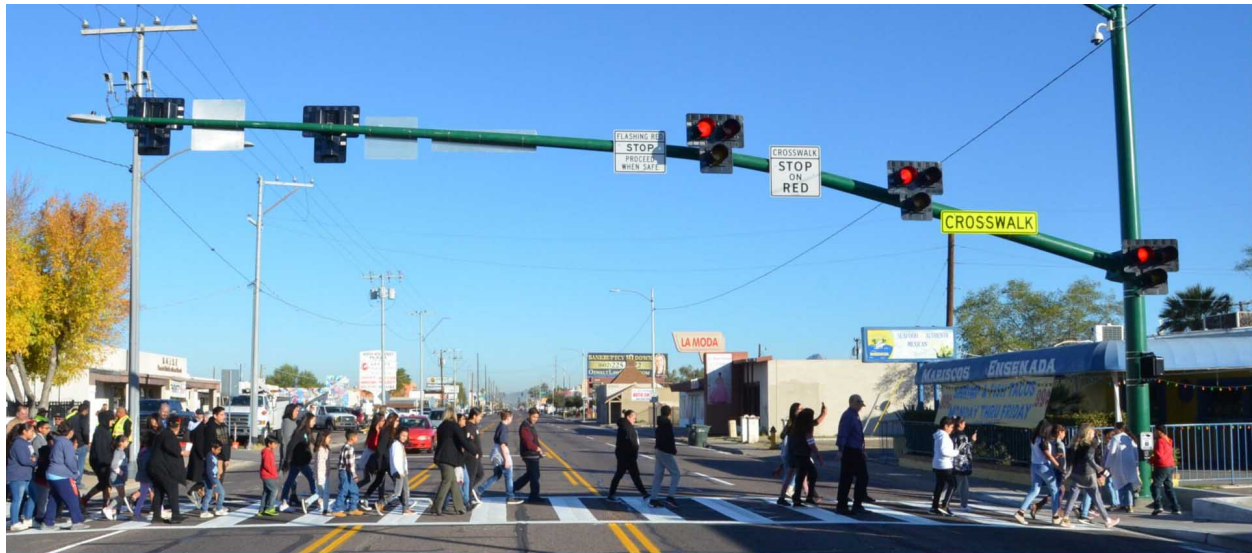
- A. Install a HAWK mid-block crossing approximately 65' west of 29th Avenue. Include advanced stop bars and advanced pedestrian crossing warning signage with one high-visibility crosswalk across Van Buren Street.

Project Location	Project Cost Estimates	
	Design	\$71,104.98
	ROW	-
	Construction	\$158,027.87
	Other	\$167,805.55
	TOTAL	\$396,938.41
	Delivery Considerations	
<ul style="list-style-type: none"> • 		



Project Name	Project ID
Van Buren Street Mid-Block Crossing	20
Project Limits	Prioritization Score
Van Buren Street and approx. 65' west of 29 th Avenue	71

Project Example Photos



HAWK Pedestrian Signal at 16th Street and Palm Lane





Project Name		Project ID
Van Buren Street Sidewalk Widening		21
Project Limits		Prioritization Score
35 th Avenue to 29 th Avenue – total of 2,376' of widened sidewalk		75
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 30,000 vehicles on Van Buren Street per day. • Provides improved safety and ease of access to Westdale Shopping Center, Chicanos Por La Causa, Willow Park, and multiple retail land uses along the Van Buren corridor. • Eleven pedestrian injuries within the project limits and two fatalities less than a quarter mile from the project. • Provides access to regional bus route 3 and 35. 		<ul style="list-style-type: none"> • Westdale Shopping Center • Food City • Chicanos Por La Causa • Wells Fargo Bank • Circle K • Birrieria Obregon • Tortas Paquime
Project Elements	Project Type	Benefits
Sidewalk widening	Sidewalk	Increases multimodal mobility
Sidewalk widening	Sidewalk	Increases multimodal mobility

- Detailed Project Elements**
- Widen the existing sidewalk from 5' to 10' wide on the north side of Van Buren Street from 35th Avenue to 33rd Avenue – a total of 1,163' of sidewalk.
 - Widen the existing sidewalk from 5' to 10' wide on the north side of Van Buren Street from 31st Avenue to 29th Avenue – a total of 1,212' of sidewalk.

Project Location	Project Cost Estimates	
	Design	\$68,960.21
	ROW	-
	Construction	\$307,506.20
	Other	\$13,768.93
	TOTAL	\$390,235.34
	Delivery Considerations	
	<ul style="list-style-type: none"> • 	



Project Name	Project ID
Van Buren Street Sidewalk Widening	21
Project Limits	Prioritization Score
35 th Avenue to 29 th Avenue – total of 2,376' of widened sidewalk	75

Project Example Photos





Project Name		Project ID
Van Buren Street Pedestrian-Scale Lighting		22
Project Limits		Prioritization Score
35 th Avenue to 27 th Avenue		80
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 30,000 vehicles on Van Buren Street per day. • Provides significantly safer access to Westdale Shopping Center, Chicanos Por La Causa, Willow Park, and the other adjacent retail land uses. • 23 pedestrian injuries within the project limits and two fatalities less than a quarter mile from the project. • Provides access to regional bus route 3 and 35. 		<ul style="list-style-type: none"> • Westdale Shopping Center • Chicanos Por La Causa • Food City • Chicanos Por La Causa • Wells Fargo Bank • Circle K • Birrieria Obregon • Tortas Paquime
Project Elements	Project Type	Benefits
Pedestrian scale lighting	Street lighting	Significantly increases visibility of sidewalk users during unlit times

- Detailed Project Elements**
- Install pedestrian scale street lighting on existing street lights, traffic signal posts, and electric utility poles on both the north and south side of Van Buren Street between 35th Avenue and 27th Avenue.
 - Existing street lights are located between the curb and the sidewalk resulting in less illumination on the sidewalks presenting increased opportunity for conflicts between pedestrians and bicyclists with vehicles, particularly at driveway locations.
 - This would include 22 LED pedestrian scale lights on the southside of Van Buren Street and 25 LED pedestrian scale lights on the north side of Van Buren Street.

Project Location	Project Cost Estimates	
	Design	\$84,211.95
	ROW	-
	Construction	\$188,800.04
	Other	\$211,558.21
	TOTAL	\$484,570.20
	Delivery Considerations	<ul style="list-style-type: none"> •



Project Name	Project ID
Van Buren Street Pedestrian-Scale Lighting	22
Project Limits	Prioritization Score
35 th Avenue to 27 th Avenue	80

Project Example Photos





Project Name	Project ID
Enhanced Bus Shelters	23
Project Limits	Prioritization Score
Throughout the MA 13 Study Area	71

Current Conditions			Destinations
Bus Route	Boardings (2018)	Wheelchairs	
3	1,370,876	8,505 (0.6%)	
27	1,034,281	5,512 (0.5%)	
35	1,505,938	36,487 (2.4%)	

- Westdale Shopping Center
- Circle K
- Carl Hayden High School
- Food City
- Chicanos Por La Causa

Project Elements	Project Type	Benefits
ADA-compliant bus stop	Transit	Increases access for all users
ADA-compliant bus stop	Transit	Increases access for all users
ADA-compliant bus stop	Transit	Increases access for all users
ADA-compliant bus stop	Transit	Increases access for all users

Detailed Project Elements

Convert the existing bus stop to an ADA-compliant and include the following corresponding improvements:

- | | |
|--|--|
| <p>A. 35th Ave and Moreland St (SB)</p> <ul style="list-style-type: none"> • Shelter, Bench & trash receptacle <p>B. 35th Ave and Roosevelt St (SB)</p> <ul style="list-style-type: none"> • Expanded shelter and bench with passive cooling system <p>C. 35th Ave and Fillmore (NB)</p> <ul style="list-style-type: none"> • Shelter, Bench & trash receptacle <p>D. Van Buren and 25th Ave (WB)</p> <ul style="list-style-type: none"> • Shelter, Bench & trash receptacle <p>E. 27th Ave and I-10 (SB)</p> <ul style="list-style-type: none"> • Shelter, Bench & trash receptacle | <p>F. 27th Ave and I-10 (NB)</p> <ul style="list-style-type: none"> • Shelter, Bench & trash receptacle <p>G. 27th Ave and Roosevelt (NB/SB)</p> <ul style="list-style-type: none"> • Shelter, Bench & trash receptacle <p>H. 27th Ave and Fillmore (NB/SB)</p> <ul style="list-style-type: none"> • Shelter, Bench & trash receptacle <p>I. 27th Ave and Adams St (SB)</p> <ul style="list-style-type: none"> • Shelter, Bench & trash receptacle <p>J. 27th Ave and Jefferson St (NB)</p> <ul style="list-style-type: none"> • Shelter, Bench & trash receptacle |
|--|--|

Project Location	Project Cost Estimates	
	Design	\$45,826.24
	ROW	-
	Construction	\$98,559.68
	Other	\$4,413.12
	TOTAL	\$148,799.04
	Delivery Considerations	
<ul style="list-style-type: none"> • 		



Project Name	Project ID
Enhanced Bus Shelters	23
Project Limits	Prioritization Score
Throughout the MA 13 Study Area	71

Project Example Photos





Project Name		Project ID
Van Buren Street Curb Ramps		24
Project Limits		Prioritization Score
Van Buren Street and 29 th Avenue		66
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 30,000 vehicles on Van Buren Street per day. • Provides improved safety and ease of access to Westdale Shopping Center, Chicanos Por La Causa, Willow Park, and the other adjacent retail land uses. • Eleven pedestrian injuries within the project limits and two fatalities less than a quarter mile from the project. <p>Provides access to regional bus route 3 and 35</p>		<ul style="list-style-type: none"> • Chicanos Por La Causa • Wells Fargo Bank • Circle K • Birrieria Obregon • Tortas Paquime • Food City
Project Elements	Project Type	Benefits
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users

Detailed Project Elements

- A. Convert all the ramps on the south leg of the Van Buren Street and 29th Avenue intersection to be ADA-compliant.

Project Location	Project Cost Estimates	
	Design	\$37,361.88
	ROW	-
	Construction	\$4,040.95
	Other	\$180.94
	TOTAL	\$41,583.76
	Delivery Considerations	
<ul style="list-style-type: none"> • 		



Project Name	Project ID
Van Buren Street Curb Ramps	24
Project Limits	Prioritization Score
Van Buren Street and 29 th Avenue	66

Project Example Photos





Project Name		Project ID
35 th Avenue Curb Ramps		25
Project Limits		Prioritization Score
35 th Avenue Corridor		58
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Approximately 35,000 vehicles on 35th Avenue per day. • Provides improved safety and ease of access to Carl Hayden High School, Falcon Park, and adjacent land uses. • 12 pedestrian injuries within less than a quarter mile from the project Provides access to regional bus route 35		<ul style="list-style-type: none"> • Shell, Circle K • Carl Hayden High School • Falcon Park • Westdale Shopping Center • Food City • Taco Bell • Active Learning Center
Project Elements	Project Type	Benefits
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users

Detailed Project Elements

- Convert the ramps on the northwest and southwest corners at 35th Avenue and Jackson Street to be ADA-compliant.
- Convert the ramps on northwest and southwest corners of 35th Avenue and Jefferson Street to be ADA-compliant.
- Convert all the ramps at Moreland Street and 35th Avenue to be ADA-compliant.

Project Location	Project Cost Estimates	
	Design	\$38,085.63
	ROW	-
	Construction	\$12,122.84
	Other	\$542.81
	TOTAL	\$50,751.28
	Delivery Considerations	
	<ul style="list-style-type: none"> • 	



Project Name	Project ID
35 th Avenue Curb Ramps	25
Project Limits	Prioritization Score
35 th Avenue Corridor	58

Project Example Photos





Project Name		Project ID
27 th Avenue Curb Ramps		26
Project Limits		Prioritization Score
27 th Avenue Corridor		52
Current Conditions		Destinations
<ul style="list-style-type: none"> Approximately 14,000 vehicles a day on 27th Avenue with five general purpose lanes. Connection to regional bus routes 3 and 27. Programmed pavement preservation FY 22-23. Provides access to the neighborhood grocery. Connects to future I-10 pedestrian overpass. 		<ul style="list-style-type: none"> Mariscos La Palapa ARCO 27th Avenue Bar and Grill Neveria El Picachu Shamrock Foods Comfort Inn West Phoenix
Project Elements	Project Type	Benefits
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users

Detailed Project Elements

- Convert all the ramps at Portland Street and 27th Avenue to be ADA-compliant.
- Convert the ramps on the northeast and southeast corners of Jackson Street and 27th Avenue to be ADA-complaint.

Project Location	Project Cost Estimates	
	Design	\$37,723.75
	ROW	-
	Construction	\$8,081.89
	Other	\$361.88
	TOTAL	\$46,167.52
	Delivery Considerations	
	<ul style="list-style-type: none"> 	



Project Name	Project ID
27 th Avenue Curb Ramps	26
Project Limits	Prioritization Score
27 th Avenue Corridor	52

Project Example Photos





Project Name		Project ID
31 st Avenue Curb Ramps		27
Project Limits		Prioritization Score
31 st Avenue Corridor		60
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian activity. • Approximately 3,900 vehicles per day. • Two pedestrian serious injuries less than a quarter mile from the project. Provides improved safety and ease of access to JB Sutton Elementary School, Carl Hayden High School and other adjacent land uses. 		<ul style="list-style-type: none"> • Chicanos Por La Causa • William R. Sullivan Elementary School • Birrieria Obregon • Tortas Paquime • Taqueria El Fundador • La Sonorense Bakery
Project Elements	Project Type	Benefits
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users

Detailed Project Elements

- Convert the ramps on the northwest and southwest corners at Jackson Street and 31st Avenue to be ADA-compliant.
- Convert the ramps on northwest and southwest corners of Jefferson Street and 31st Avenue to be ADA-compliant.
- Convert all the ramps at Moreland Street and 31st Avenue to be ADA-compliant.

Project Location	Project Cost Estimates	
	Design	\$38,085.63
	ROW	-
	Construction	\$12,122.84
	Other	\$542.81
	TOTAL	\$50,751.28
	Delivery Considerations	
<ul style="list-style-type: none"> • 		



Project Name	Project ID
31 st Avenue Curb Ramps	27
Project Limits	Prioritization Score
31 st Avenue Corridor	60

Project Example Photos





Project Name		Project ID
Roosevelt Street Curb Ramps		28
Project Limits		Prioritization Score
Roosevelt Street Corridor		70
Current Conditions		Destinations
<ul style="list-style-type: none"> • High pedestrian and bicyclist activity. • Provides significantly safer access to William R Sullivan Elementary School, Falcon Park, and adjacent land uses. • Approximately 3,500 vehicles on Roosevelt Street per day. 		<ul style="list-style-type: none"> • Falcon Park • Carl Hayden High School • JB Sutton Elementary School, • Active Learning Center • Your Neighborhood Healthcare • Watermill • Roosevelt Super Market
Project Elements	Project Type	Benefits
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users

Detailed Project Elements

- Convert the ramps on the north corners at 34th Avenue and Roosevelt Street to be ADA-compliant.
- Convert the ramps on the south west corner at 35th Avenue and Roosevelt Street to be ADA-compliant.
- Convert the ramps on the north corners at 33rd Avenue and Roosevelt Street to be ADA-compliant.
- Convert the all the ramps at 32nd Avenue and Roosevelt Street to be ADA-compliant.
- Convert the all the ramps at 30th Avenue and Roosevelt Street to be ADA-compliant.
- Convert the ramps on the north corners at 29th Avenue and Roosevelt Street to be ADA-compliant.
- Convert the ramps on the north corners at 28th Avenue and Roosevelt Street to be ADA-compliant.

Project Location	Project Cost Estimates	
	Design	\$39,533.13
	ROW	-
	Construction	\$28,286.63
	Other	\$1,266.57
	TOTAL	\$69,086.32
	Delivery Considerations	
	<ul style="list-style-type: none"> • 	



Project Name	Project ID
Roosevelt Street Curb Ramps	28
Project Limits	Prioritization Score
Roosevelt Street Corridor	70

Project Example Photos





Project Name		Project ID
Adams Street Curb Ramps		29
Project Limits		Prioritization Score
Adams Street Corridor		73
Current Conditions		Destinations
<ul style="list-style-type: none"> • Designated bicycle route. • Increases access to Yunya Park and William R. Sullivan Elementary School. • Approximately 5,000 vehicles per day on Adams Street. • High density if non ADA-compliant curb ramps on Adams Street. • High pedestrian and bicycle activity. 		<ul style="list-style-type: none"> • Chicaos Por La Causa • William R. Sullivan Elementary School • Birrieria Obregon • Torta Pauime • Taqueria El Fundador • La Sonorense Bakery
Project Elements	Project Type	Benefits
ADA-compliant curb ramps	Curb ramps	Increases mobility for disadvantaged users

Detailed Project Elements

- Convert the ramps all of the ramps at 24th Avenue and Adams Street to be ADA-compliant.
- Convert the ramps on the south corners at 26th Avenue and Adams Street to be ADA-compliant.
- Convert the ramps on the south corners at 27th Drive and Adams Street to be ADA-compliant.
- Convert the ramps on the south corners at 28th Avenue and Adams Street to be ADA-compliant.
- Convert the ramps on the north corners at 29th Drive and Adams Street to be ADA-compliant.
- Convert the ramps on the north corners at 29th Avenue and Adams Street to be ADA-compliant.
- Convert the ramps on the north corners at 30th Avenue and Adams Street to be ADA-compliant.
- Convert the ramps on the north corners at 30th Drive and Adams Street to be ADA-compliant.

Project Location	Project Cost Estimates	
	Design	\$39,895.01
	ROW	-
	Construction	\$32,327.58
	Other	\$1,447.50
	TOTAL	\$73,670.09
	Delivery Considerations	
	<ul style="list-style-type: none"> • 	



Project Name	Project ID
Adams Street Curb Ramps	29
Project Limits	Prioritization Score
Adams Street Corridor	73

Project Example Photos





Project Name	Project ID
Jefferson Street Bike Facility	30
Project Limits	Prioritization Score
27 th Avenue to 19 th Avenue	74

Current Conditions	Destinations
<ul style="list-style-type: none"> • High bicyclist activity. • Approximately 4,700 vehicles eastbound on Jefferson Street. • High volume of vehicle-vehicle collisions at the intersection. <p>Two pedestrian/bicycle injuries at the intersection.</p>	<ul style="list-style-type: none"> • Food City • Burger Shop • Yunya Park • Union Pochecca • Green Acres Mobile and RV Park

Project Elements	Project Type	Benefits
Shared-lane markings/sharrow	Bike facility	Increases visibility of bicyclists
Bike Lane	Bike facility	Increases safety and mobility
Buffered Bike Lane	Bike facility	Increases safety and mobility

Detailed Project Elements

- A. 27th Avenue to 25th Avenue
- Remove the existing sharrow 65' east of 27th Avenue.
 - Extend the existing 5' bike lane from 115' west 25th Avenue to be flush with 27th Avenue.
 - Remove existing green bike lane pavement marking 115' west of 27th Avenue.
 - Add a green bike lane pavement marking in the bike lane on the east and west leg of Jefferson Street at the intersection of 26th Avenue.
 - Paint a new green bike lane pavement marking at the new west terminus of the bike lane.
 - Add No Parking Signs on the south side of Jefferson Street between 25th Avenue and 520' east of 25th Avenue. In this section the on street parking is terminated and the bike lane is frequently obstructed by parked vehicles. There are currently five opportunities to add the No Parking Signage at existing poles.
- B. 25th Avenue to 24th Avenue
- Remove the existing sharrows (2)
 - Convert the existing 7' wide on street parking lane on the southside of the Jefferson Street to a 7' bike lane.
 - Introduce bike lane and no parking signage in appropriate increments along this stretch in accordance to City standards.
 - Paint a green bike lane pavement marking on east leg of Jefferson Street at the intersection of 25th Avenue.
 - Paint a green bike lane pavement marking on the west of leg of Jefferson Street at the intersection of 24th Avenue.
- C. 24th Avenue to NB 1-17 Frontage Road
- Add diagonal cross-hatch striping inside the buffer of the bike lane approaching 23rd Avenue.
 - Add a green bike lane pavement marking at the east end of the bike lane approaching 23rd Avenue.
 - Add dashed cat track pavement markings through the intersection of Jefferson Street and 23rd Avenue.
 - Continue the diagonal cross-hatch striping within the buffer on the I-17 overpass.



- Add a green bike lane pavement marking at the east of the of bike lane on the I-17 overpass.

D. NB I-17 Frontage Road to 21st Avenue

- Continue the diagonal cross-hatch striping within the buffer from the NB 1-17 Frontage Road to 21st Avenue.
- Extend the buffered bike lane 33' on the west leg of Jefferson Street at 22nd Avenue to be flush with 22nd Avenue. Add a green bike lane pavement marking at the end of the buffered bike lane striping.
- Extend the buffered bike lane 35' on the east leg of Jefferson Street at 22nd Avenue to be flush with 22nd Avenue. Add a green bike lane pavement marking at the beginning of the buffered bike lane striping.
- Continue the buffer on the bike lane approaching 21st Avenue. The buffer begins to narrow/terminate approx. 275' east of the intersection while the traffic lane on the north side varies in width from 13' - 16'+ within the 275'. The taper in the buffered bike lane is likely due to the street cross section change between 20th Avenue and 19th Avenue. If the City doesn't opt for widening option mentioned below, this improvement may be nullified.
- Extend the bike lane 24' to the 21st Avenue and paint a green bike lane pavement marking at the end of the painted bike lane.

E. 21st Ave to 19th Ave

- Extend the bike lane west to 21st Avenue 23' to be flush with the intersection. Paint a green bike lane pavement marking at the start of the painted bike lane.
- Extend the bike lane east to 20th Avenue 52' to be flush with the intersection. Paint a green bike lane pavement marking at the start of the painted bike lane.
- Paint a green bike lane pavement marking at the start and the end of the bike lane approaching 19th Avenue.

F. Jefferson St widening Option

- Widen the southside of the Jefferson Street approximately 10-14' to allow the buffered bike lane to continue from 22nd Avenue to 19th Avenue with three traffic lanes. The widening of Jefferson Street would significantly increase the cost of this project. The bike lane would maintain a 5' width with buffer varying in width. Dashed cat tracks would be required to connect the bike lane with the existing bike lane at 19th Avenue.

Project Location	Project Cost Estimates	
	Design	\$66,518
	ROW	-
	Construction	\$389,130
	Other	\$12,807
	TOTAL	\$468,455
	Delivery Considerations	
<ul style="list-style-type: none"> • 		



Project Name	Project ID
Jefferson Street Bike Facility	74
Project Limits	Prioritization Score
27 th Avenue to 19 th Avenue	64

Project Example Photos





Prioritization of Proposed Recommendations

It can be a challenge to equitably compare projects across varying project types, especially with variation in cost, complexity, and project type. In response, the City worked with the consultant to develop a set of evaluation criteria and weighting as an instrument to rank and prioritize the various recommendations. The projects with the highest scores will ultimately rank above the projects with lower scores. The project prioritization tool was set up on a 100-point scale with the following six prioritization categories:

1. Safety (23 Possible Points);
2. Roadway User Stress Level (15 Possible Points);
3. Connectivity (22 Possible Points);
4. Public Input (20 Possible Points);
5. Deliverability/Constructability (10 Possible Points); and
6. Project Cost (10 Possible Points).

The purpose of the prioritization tool is to take the complete list of all 30 proposed mobility recommendations to reach a more fiscally constrained list of projects for implementation. The evaluation criteria and weighting tool was strategically prioritized to yield an advantage for safety and connectivity as central goals of the Mobility Study. However, even though the preliminary list of the 30 recommendations was developed by the project team, a fundamental element to the prioritized projects were developed by the biking and walking experts - the residents themselves. Residents and other members of the public were engaged in the process at a Community Open House where they provided feedback and gave their input on the proposed recommendations. The public also had an opportunity to solicit and provide community feedback on project recommendations and prioritization through a community preference survey. The community preference survey was provided as a hard copy as well as listed on the City's website. These results accounted for 20% (20 points) of the prioritization results. An additional 10 possible bonus points was awarded based on the rank of the Mobility Area. Since the Sunnyslope Neighborhoods Mobility Area was number 12, each project was awarded an additional 5 points. Refer to **Appendix A** for the results of the prioritization criteria for each of the preliminary 30 proposed mobility recommendations.



Implementation Timeframe

The proposed recommendations in this plan are divided into three prioritization tiers: High, Medium, and Low. These categories should help the City coordinate these efforts with staffing plans and work plans.

High-Tier Recommendations: 0-3 Years

The first-tier of recommendations are generally corridors and intersections that are currently walkable and bikeable but may be aided by some low-cost improvements, such as network signage or crossing improvements. These projects should be completed in less than three years.

These projects involve little to no start-up costs or long-term organization. Many education and encouragement initiatives are proposed for near-term implementation to build support for later projects.

Mid-Tier Recommendations: 3-5 Years

Mid-tier recommendations are corridors and intersections where current conditions could be easily improved—with a moderate construction budget—to become more walkable and bikeable. Examples include corridors with low average daily traffic (ADT) and ample width to add bike lanes or shared lane markings, and intersections that are currently signalized but could be improved by curb extensions, transit shelters, local sidewalk completion, and other network amenities.

Although mid-tier completion is expected in three to five years, some projects require preliminary work in the near term. These projects may have initial start-up costs and coordination with community organizations. Mid-term projects generally involve more planning.

Low-Tier Recommendations: 5-10+ years

The third-tier recommendations are often complicated by jurisdictional issues or the balancing of regional network priorities. These recommendations may have other feasibility issues, such as high ADT or restricted road width or lack of available right-of-way.

These projects, expected to begin implementation between five and ten years, frequently depend on the completion of earlier projects and local support.

Map ID	Project Name	Category	Street or Intersection	Start	End	Description	Prioritization Score	Rank	Cost Estimate
1	27th Ave & Jefferson Street Traffic Signal	Traffic Calming/Control	27th Ave & Jefferson St			<ul style="list-style-type: none"> - Construct a new four-way traffic signal with advanced stop bars and continental crosswalks. There is existing conduit as this intersection was signalized in the past. - This intersection is currently an uncontrolled dual left turn southbound 27th Ave. onto Jefferson Street and has no crosswalks or signal in either direction on 27th Ave for two or more blocks. 	60	27	\$ 1,166,176
2	27th Ave Bike Lane (south of I-10)	Bicycle	27th Ave	1-10 Freeway	Harrison St.	<ul style="list-style-type: none"> - Through reconfiguration of existing striping, remove one southbound travel lane and introduce a bike lane in both the NB and SB directions. - 27th Ave is currently 64' wide and the proposed cross section would include - 5' SB BL 12' SB TL 10' SB TL 10' TWLTL 10' NB TL 12' NB TL 5' NB BL 	76	8	\$ 279,351
3	27th Ave Bike Lane (north of I-10)	Bicycle	27th Ave	Encanto Blvd	I-10 Freeway	<ul style="list-style-type: none"> - Through reconfiguration of existing striping, remove one northbound travel and introduce a bike lane in both the NB and SB directions. - 27th Ave is currently 64' wide and the proposed cross section would include - 5' SB BL 12' SB TL 10' SB TL 10' TWLTL 10' NB TL 12' NB TL 5' NB BL 	63	25	\$ 226,065
4	31st Ave Sidewalk	Pedestrian/Sidewalk	31st Ave	Van Buren St	Approx.613' S. of Van Buren St	<ul style="list-style-type: none"> - This east side of this segment of 31st Ave has no sidewalk and with the close proximity to William R. Sullivan elementary school, this is an optimal location to close a sidewalk gap with the construction of a 5' wide sidewalk. There is currently no curb or gutter on the east side of the street which could inhibit the implementation of this recommendation or significantly increase the cost of this project. 	82	3	\$ 171,900
5	31st Ave RFB	Pedestrian Crossing	31st Ave	Approx. 234' north of Washington St		<ul style="list-style-type: none"> - To promote safer school access, convert existing yellow marked crosswalk into a yellow continental crosswalk with a push activated RFB with striped stop bars. Include pedestrian advanced signage 	73	12	\$ 266,486
6	31st Ave Crosswalks	Pedestrian Crossing	31st Ave & Washington St			<ul style="list-style-type: none"> - Stripe three white continental sidewalks at the intersection of 31st Ave and Washington St: north leg, east leg, and west leg. - Stripe stop bars at all four legs of the intersection. - Install crosswalk signage to encourage pedestrian to utilize crosswalks. 	73	12	\$ 63,104
7	Roosevelt St Crosswalks	Pedestrian Crossing	31st Ave & Roosevelt St			<ul style="list-style-type: none"> - Stripe white continental sidewalks on all four legs of the intersection at 31st Ave and Roosevelt St. - Stripe stop bars at all four legs of the intersection 	66	21	\$ 69,264
8	33rd Ave Sidewalk	Pedestrian/Sidewalk	33rd Ave	Roosevelt	Melvin St	<ul style="list-style-type: none"> - The east side of this 1,326' segment of 33rd Ave has no sidewalk and with the close proximity to Carl Hayden High School makes this an optimal location to close a sidewalk gap with the construction of a 5' wide sidewalk. There is currently curb or gutter on the east side of the street and there appears to be right-of-way or a utility easement for a 5'wide sidewalk or wider. 	81	4	\$ 3,985,463
9	Roosevelt St Bike Facility	Bicycle	Roosevelt St	43rd Ave	27th Ave	<ul style="list-style-type: none"> - Restripe the existing bike lane on Roosevelt between 43rd Ave and 35th Ave to extend up to the intersections. Also stripe new bike lanes or advisory bike lanes on both sides of Roosevelt Street Between 33rd Ave and 27th Ave. 	70	16	\$ 348,996
10	Roosevelt St & 33rd Ave Improvement	Pedestrian Crossing Traffic Calming/Control	Roosevelt St & 33rd Ave			<ul style="list-style-type: none"> - This is an uncontrolled intersection, with an uncontrolled crosswalk 200' to the west on Roosevelt St. Remove the existing crosswalk, and pedestrians can use this new stop-controlled intersection to cross Roosevelt Street and 33rd Ave. Add continental crosswalks at all three legs of the intersection. As a result, this could reduce vehicular travel speeds in front of Carl Hayden High School while also provide a safer pedestrian crossing the existing sidewalk. - A neighborhood traffic circle can be a secondary option for consideration. 	65	23	\$ 54,447
11	Carl Hayden High School CRFB	Pedestrian Crossing	Roosevelt St	Approx. 446' east of 35th Ave		<ul style="list-style-type: none"> - Upgrade the existing high-visibility sidewalk in front of Carl Hayden High School and Falcon Park (approx. 420' east of Roosevelt St) to include a push activated RFB with pedestrian advanced warning signage and striped stop bars. - A neighborhood traffic circle can be a secondary option for consideration. 	65	22	\$ 266,486
12	Roosevelt St & 29th Ave Improvement	Pedestrian Crossing Traffic Calming/Control	Roosevelt St & 29th Ave			<ul style="list-style-type: none"> - This intersection is currently two-way stop on 29th Ave, with the frequent speeding and the proximity to multiple schools, this intersection is a candidate for a four-way stop controlled intersection. Include stop bars on all four legs of the intersection. Paint a crosswalk across Roosevelt on the east and west legs of the intersection. - A neighborhood traffic circle can be a secondary option instead of a four-way stop controlled intersection. 	62	26	\$ 75,695
13	Polk Street Traffic Calming	Traffic Calming/Control Pedestrian Crossing	Polk St	37th Ave	27th Ave	<ul style="list-style-type: none"> - To mitigate numerous resident complaints of existing speeding frequency, introduce two speed humps per block on Polk St between 37th Ave and 27th Ave. - Convert the two-way stop-controlled intersections into four-way stop controlled intersections at 37th Ave, 33rd Ave, and 28th Dr. Include crosswalks and stop bars at all legs of these intersections as well. 	84	1.5	\$ 60,008
14	Filmore St Traffic Calming	Traffic Calming/Control Pedestrian Crossing	Filmore St	39th Ave	27th Ave	<ul style="list-style-type: none"> - Introduce two speed humps per block on Filmore St between 37th Ave and 27th Ave. - Convert the two-way stop-controlled intersections into four-way stop controlled intersections at 39th Ave, 37th Ave, 33rd Ave, 31st Ave, and 28th Dr. Include crosswalks and stop bars at all legs of these intersections as well. 	84	1.5	\$ 63,076
15	35th Ave Mid-Block Crossing	Pedestrian Crossing	35th Ave	Approx. .130' south of McKinley St		<ul style="list-style-type: none"> - Install a HAWK mid-block crossing approximately 130' south of McKinley St to align with the northern driveway of Carl Hayden High Schools Parking lot. Include advanced stop bars and advanced pedestrian crossing warning signage. The HAWK would have one high-visibility crosswalk across 35th Ave. 	64	24	\$ 396,938
16	35th Ave Signalized Intersection Pedestrian Improvements	Pedestrian Crossing Traffic Control/Calming	35th Ave	I-10 Freeway	Harrison St	<ul style="list-style-type: none"> - Improve the signalized intersections on 35th Ave to include advanced stop bars, continental crosswalks, pedestrian scale lighting, and leading pedestrian intervals. - The intersections to improve include I-10 Freeway, Roosevelt St, McKinley St (proposed), Filmore St, Van Buren St, and Washington Street. 	77	7	\$ 534,761
17	35th Ave Sidewalk Widening	Pedestrian/Sidewalk	35th Ave	I-10 Freeway	Van Buren St	<ul style="list-style-type: none"> - Widen the existing sidewalk from 6' to 10' wide on the east side of 35th Ave from the I-10 overpass to 160' north of Filmore St (2250) - There are two locations adjacent to Carl Hayden High School where the existing sidewalk needs to be leveled. - Widen the existing sidewalk from 5' to 10' wide on the east side of 35th Ave from Filmore St to Van Buren St. (1250) - Widen the existing sidewalk from 5' to 10' wide on the west side of 35th Ave from the I-10 overpass to 180' north of Filmore St. (2250) - Widen the existing sidewalk from 5' to 10' wide on the west side of 35th Ave from Filmore St to Van Buren St. (1250) 	80	5	\$ 1,038,787
18	Van Buren St Signalized Intersection Pedestrian Improvements	Pedestrian Crossing Traffic Calming/Control	Van Buren St	35th Ave	27th Ave	<ul style="list-style-type: none"> - Improve the signalized intersections on 35th Ave to include advanced stop bars, continental crosswalks, pedestrian scale lighting, and leading pedestrian intervals. - The intersections to improve include 35th Ave, 31st Ave, and 27th Ave. 	67	19	\$ 322,217
19	Van Buren St Mid-Block Crossing Improvement	Pedestrian Crossing	Van Buren St	Approx. 210' west of 32nd Ave		<ul style="list-style-type: none"> - Convert the existing two-stage crosswalk with a RFB 270 west of 32nd Ave to a two-stage crosswalk with a push activated HAWK signal. There are also some sidewalk improvements that need to be made adjacent to the ramps on both side of the street. - Also remove the high-visibility crosswalk across Van Buren St at 33rd Ave and install signage to encourage pedestrian to cross Van Buren St at the HAWK mid-block crossing approximately 320' to the east. 	70	18	\$ 396,938
20	Van Buren St Mid-Block Crossing	Pedestrian Crossing	Van Buren St	Approx. 65' west of 29th Ave		<ul style="list-style-type: none"> - Install a HAWK mid-block crossing approximately 65' west of 29th Ave. Include advanced stop bars and advanced pedestrian crossing warning signage with one high-visibility crosswalk across Van Buren St. 	71	14.5	\$ 396,938
21	Van Buren St Sidewalk Widening	Pedestrian/Sidewalk	Van Buren St	35th Ave	29th Ave	<ul style="list-style-type: none"> - Widen the existing sidewalk from 5' to 10' wide on the north side of Van Buren St from 35th Ave to 33rd Ave. (1300) - Widen the existing sidewalk from 5' to 10' wide on the north side of Van Buren St from 31st Ave to 29th Ave. (1300) 	75	9	\$ 390,235
22	Van Buren St Pedestrian-Scale Lighting	Lighting	Van Buren St	35th Ave	27th Ave	<ul style="list-style-type: none"> - Install pedestrian scale street lighting on existing streetlight, traffic signal posts, and electric unity poles on both the north and south side of Van Buren St between 35th Ave and 27th Ave. 	80	6	\$ 484,570

23	Enhanced Bus Shelters	Transit	Throughout the MA	-	-	- Convert the existing bus stop to an ADA-compliant bus stop with a shelter, bench, and trash receptible: o35th Ave and Moreland St (SB) o35th Ave and Roosevelt (SB) o35th Ave and Filmore (NB) oVan Buren and 25th Ave (WB) o27th Ave and I-10 (SB) o27th Ave and I-10 (NB) o27th Ave and Roosevelt (NB/SB) o27th Ave and Filmore (NB/SB) o27th Ave and Adams St (SB) o27th Ave and Jefferson St (NB)	71	14.5	\$	148,799
24	Van Buren Street Curb Ramps	Curb Ramps	Van Buren St	-	-	- Van Buren Str and 29th Ave	66	20	\$	41,583
25	35th Avenue Curb Ramps	Curb Ramps	35th Ave	-	-	- Moreland St (SW Corner only)	58	29	\$	50,751
26	27th Ave Curb Ramps	Curb Ramps	27th Ave	-	-	- Portland St - Jackson St (northeast and southeast corners only)	52	30	\$	46,167
27	31st Ave Curb Ramps	Curb Ramps	31st Ave	-	-	- Jackson St (northwest and southwest corners only) - Jefferson St (northwest and southwest corners only) - Moreland St	60	28	\$	50,751
28	Roosevelt St Curb Ramps	Curb Ramps	Roosevelt St	-	-	- 34th Ave (north corners only) - 35th Ave (southwest corner only) - 33rd Ave (northside only) - 32nd Ave - 30th Ave - 29th Ave (north corners only) - 28th Ave (north corners only)	70	17	\$	69,086
29	Adams St Curb Ramps	Curb Ramps	Adams St	-	-	- 24th Ave - 26th Ave (south corners only) - 27th Dr (south corners only) - 28th Ave (south corners only)	73	12	\$	73,670
30	Jefferson Street Bike Facility	Bicycle	Jefferson	27th Ave	19th Ave	27th Ave to 25th Ave •Remove the existing sharrow 65' east of 27 Ave. •Extend the existing 5' bike lane from 115' west 25th Ave to be flush with 27th Ave. •Remove existing green bike lane pavement marking 115' west of 27th Ave. •Add a green bike lane pavement marking in the bike lane on the east and west leg of Jefferson St at the intersection of 26th Ave. •Paint a new green bike lane pavement marking at the new west terminus of the bike lane. •Add No Parking Signs on the south side of Jefferson St between 25th Ave and 520' east of 25th Ave. In this section the on street parking is terminated and the bike lane is frequently obstructed by parked vehicles. There are currently 5 opportunities to add the No Parking Signage at existing poles. 25th Ave to 24th Ave •Remove the existing sharrows (2) •Convert the existing 7' wide on street parking lane on the southside of the Jefferson St to a 7' bike lane. •Introduce bike lane and no parking signage in appropriate increments along this stretch in accordance to City standards. •Paint a green bike lane pavement marking on east leg of Jefferson St at the intersection of 25th Ave. •Paint a green bike lane pavement marking on the west of leg of Jefferson St at the intersection of 24th Ave. 24th Ave to NB 1-17 Frontage Rd •Add diagonal striping inside the buffer of the bike lane approaching 23rd Ave. •Add a green bike lane pavement marking at the east end of the bike lane approaching 23rd Ave. •Add dashed cat track pavement markings through the intersection of Jefferson St and 23rd Ave. •Continue the diagonal striping within the buffer on the I-17 overpass. •Add a green bike lane pavement marking at the east of the of bike lane on the I-17 overpass. NB I-17 Frontage Rd to 21st Ave •Continue the diagonal striping within the buffer from the NB 1-17 Frontage Rd to 21st Ave. •Extend the buffered bike lane 33' on the west leg of Jefferson St at 22nd Ave to be flush with 22nd Ave. Add a green bike lane pavement marking at the end of the buffered bike lane striping. •Extend the buffered bike lane 21' on the east leg of Jefferson St at 22nd Ave to be flush with 22nd Ave. Add a green bike lane	74	10	\$	468,455

Appendix Scoring Template

Unique ID	Project Name	Description/Scope	Type of Project (Bicycle, Curb-Ramp, Shade, Pedestrian, Traffic Calming, and/or Crossings)	Individual Project Components										Evaluation Criteria Score		
				Bicycle Facilities (Y/N)	Type	Curb Ramp (Y/N)	Shade/Landscaping (Y/N)	Type	Pedestrian/Sidewalk (Y/N)	Type	Traffic Calming (Y/N)	Type	Pedestrian Crossing (Y/N)		Type	
Map ID #		concise bullets or sentences														whole number
1	27th Ave & Jefferson Street Traffic Signal	<ul style="list-style-type: none"> Construct a new four-way traffic signal with advanced stop bars and continental crosswalks. There is existing context as this intersection was signalized in the past. This intersection is currently an uncontrolled dual left turns southbound 27th Ave. onto Jefferson Street and has no crosswalks or signal in either direction on 27th Ave for two or more blocks. 	Traffic Calming/Control	N		N				N		Y	Traffic Signal	N		60
2	27th Ave Bike Lane (south of I-10)	<ul style="list-style-type: none"> Through reconfiguration of existing striping, remove one southbound travel lane and introduce a bike lane in both the NB and SB directions. 27th Ave is currently 64' wide and the proposed cross section would include - 5' SB BL 12' SB TL 10' SB TL 10' TWLTL 10' NB TL 12' NB TL 5' NB BL 	Bicycle	Y	Bike lane	N	N			N		N		N		76
3	27th Ave Bike Lane (north of I-10)	<ul style="list-style-type: none"> Through reconfiguration of existing striping, remove one northbound travel and introduce a bike lane in both the NB and SB directions. 27th Ave is currently 64' wide and the proposed cross section would include - 5' SB BL 12' SB TL 10' SB TL 10' TWLTL 10' NB TL 12' NB TL 5' NB BL 	Bicycle	Y	Bike lane	N	N			N		N		N		63
4	31st Ave Sidewalk	<ul style="list-style-type: none"> This east side of this segment of 31st Ave has no sidewalk and with the close proximity to William R. Sullivan elementary school, this is an optimal location to close a sidewalk gap with the construction of a 5' wide sidewalk. There is currently no curb or gutter on the east side of the street which could inhibit the implementation of this recommendation or significantly increase the cost of this project. 	Pedestrian/Sidewalk	N		N	N			Y	Sidewalk	N		N		82
5	31st Ave RFB	<ul style="list-style-type: none"> To promote safer school access, convert existing yellow marked crosswalk into a yellow continental crosswalk with a push activated RFB with striped stop bars. Include pedestrian advanced signage 	Pedestrian Crossing	N		N	N			N		N		Y	RFB Crosswalks	73
6	31st Ave Crosswalks	<ul style="list-style-type: none"> Stripe three white continental sidewalks at the intersection of 31st Ave and Washington St: north leg, east leg, and west leg. Stripe stop bars at all four legs of the intersection. Install crosswalk signage to encourage pedestrian to utilize crosswalks. 	Pedestrian Crossing	N		N	N			N		N		Y	Crosswalks	73
7	Roosevelt St Crosswalks	<ul style="list-style-type: none"> Stripe white continental sidewalks on all four legs of the intersection at 31st Ave and Roosevelt St. Stripe stop bars at all four legs of the intersection 	Pedestrian Crossing	N		N	N			N		N		Y	Crosswalks	66
8	33rd Ave Sidewalk	<ul style="list-style-type: none"> The east side of this 1,326' segment of 33rd Ave has no sidewalk and with the close proximity to Carl Hayden High School makes this an optimal location to close a sidewalk gap with the construction of a 5' wide sidewalk. There is currently no curb or gutter on the east side of the street and there appears to be right-of-way or a utility easement for a 5' wide sidewalk or wider. 	Pedestrian/Sidewalk	N		N	N			Y	Sidewalk	N		N		81
9	Roosevelt St Bike Facility	<ul style="list-style-type: none"> Restripe the existing bike lane on Roosevelt between 43rd Ave and 35th Ave to extend up to the intersections. Also stripe new bike lanes or advisory bike lanes on both sides of Roosevelt Street Between 33rd Ave and 27th Ave. 	Bicycle	Y	Bike lane Advisory Bike lane Bike Box	N	N			N				N		70
10	Roosevelt St & 33rd Ave Improvement	<ul style="list-style-type: none"> This is an uncontrolled intersection, with an uncontrolled crosswalk 200' to the west on Roosevelt St. Remove the existing crosswalk, and pedestrians can use this new stop-controlled intersection to cross Roosevelt Street and 33rd Ave. Add continental crosswalks at all three legs of the intersection. As a result, this could reduce vehicular travel speeds in front of Carl Hayden High School while also provide a safer pedestrian crossing the existing sidewalk. A neighborhood traffic circle can be a secondary option for consideration. 	Pedestrian Crossing Traffic Calming/Control	N		N	N			N		Y	Stop Sign	Y	Crosswalks	65
11	Carl Hayden High School CRFB	<ul style="list-style-type: none"> Upgrade the existing high-visibility sidewalk in front of Carl Hayden High School and Falcon Park (approx. 420' east of Roosevelt St) to include a push activated RFB with pedestrian advanced warning signage and striped stop bars. 	Pedestrian Crossing	N		N	N			N		N		Y	RFB Crosswalks	65
12	Roosevelt St & 29th Ave Improvement	<ul style="list-style-type: none"> This intersection is currently two-way stop on 29th Ave, with the frequent speeding and the proximity to multiple schools, this intersection is a candidate for a four-way stop controlled intersection. Include stop bars on all four legs of the intersection. Paint a crosswalk across Roosevelt on the east and west legs of the intersection. A neighborhood traffic circle can be a secondary option instead of a four-way stop controlled intersection. 	Pedestrian Crossing Traffic Calming/Control	N		N	N			N		Y	Stop sign	Y	Crosswalks	62
13	Polk Street Traffic Calming	<ul style="list-style-type: none"> To mitigate numerous resident complaints of existing speeding frequency, introduce two speed humps per block on Polk St between 37th Ave and 27th Ave. Convert the two-way stop-controlled intersections into four-way stop controlled intersections at 37th Ave, 33rd Ave, and 28th Dr. Include crosswalks and stop bars at all legs of these intersections as well. 	Traffic Calming/Control Pedestrian Crossing	N		N	N			N		Y	Stop Sign Speed hump	Y	Crosswalks	84
14	Filmore St Traffic Calming	<ul style="list-style-type: none"> Introduce two speed humps per block on Filmore St between 37th Ave and 27th Ave. Convert the two-way stop-controlled intersections into four-way stop controlled intersections at 39th Ave, 37th Ave, 33rd Ave, 31st Ave, and 28th Dr. Include crosswalks and stop bars at all legs of these intersections as well. 	Traffic Calming/Control Pedestrian Crossing	N		N	N			N		Y	Stop Sign Speed hump	Y	Crosswalks	84
15	35th Ave Mid-Block Crossing	<ul style="list-style-type: none"> Install a HAWK mid-block crossing approximately 130' south of McKinley St to align with the northern driveway of Carl Hayden High Schools Parking lot. Include advanced stop bars and advanced pedestrian crossing warning signage. The HAWK would have one high-visibility crosswalk across 35th Ave. 	Pedestrian Crossing	N		N	N			N		N		Y	HAWK Crosswalk	64
16	35th Ave Signalized Intersection Pedestrian Improvements	<ul style="list-style-type: none"> Improve the signalized intersections on 35th Ave to include advanced stop bars, continental crosswalks, pedestrian scale lighting, and leading pedestrian intervals. The intersections to improve include I-10 Freeway, Roosevelt St, McKinley St (proposed), Filmore St, Van Buren St, and Washington Street. 	Pedestrian Crossing Traffic Control/Calming	N		N	N			N		Y	Advanced Stop Bars Pedestrian leading intervals	N		77
17	35th Ave Sidewalk Widening	<ul style="list-style-type: none"> Widen the existing sidewalk from 6' to 10' wide on the east side of 35th Ave from the I-10 overpass to 160' north of Filmore St (2250) There are two locations adjacent to Carl Hayden High School where the existing sidewalk needs to be leveled. Widen the existing sidewalk from 5' to 10' wide on the east side of 35th Ave from Filmore St to Van Buren St. (1250) Widen the existing sidewalk from 5' to 10' wide on the west side of 35th Ave from the I-10 overpass to 180' north of Filmore St. (2250) Widen the existing sidewalk from 5' to 10' wide on the west side of 35th Ave from Filmore St to Van Buren St. (1250) 	Pedestrian/Sidewalk	N		N	N			Y	sidewalk	N		N		80

18	Van Buren St Signalized Intersection Pedestrian Improvements	<ul style="list-style-type: none"> Improve the signalized intersections on 35th Ave to include advanced stop bars, continental crosswalks, pedestrian scale lighting, and leading pedestrian intervals. The intersections to improve include 35th Ave, 31st Ave, and 27th Ave. 	Pedestrian Crossing Traffic Calming/Control	N		N	N		N		Y	Advanced Stop Bars Pedestrian leading intervals	N		67
19	Van Buren St Mid-Block Crossing Improvement	<ul style="list-style-type: none"> Convert the existing two-stage crosswalk with a RFB 270 west of 32nd Ave to a two-stage crosswalk with a push activated HAWK signal. There are also some sidewalk improvements that need to be made adjacent to the ramps on both side of the street. Also remove the high-visibility crosswalk across Van Buren St at 33rd Ave and install signage to encourage pedestrian to cross Van Buren St at the HAWK mid-block crossing approximately 320' to the east. 	Pedestrian Crossing	N		N	N		N		N		Y	HAWK Crosswalk	70
20	Van Buren St Mid-Block Crossing	<ul style="list-style-type: none"> Install a HAWK mid-block crossing approximately 65' west of 29th Ave. Include advanced stop bars and advanced pedestrian crossing warning signage with one high-visibility crosswalk across Van Buren St. 	Pedestrian Crossing	N		N	N		N		N		Y	HAWK Crosswalk	71
21	Van Buren St Sidewalk Widening	<ul style="list-style-type: none"> Widen the existing sidewalk from 5' to 10' wide on the north side of Van Buren St from 35th Ave to 33rd Ave. (1300) Widen the existing sidewalk from 5' to 10' wide on the north side of Van Buren St from 31st Ave to 29th Ave. (1300) 	Pedestrian/Sidewalk	N		N	N		Y	sidewalk	N		N		75
22	Van Buren St Pedestrian-Scale Lighting	<ul style="list-style-type: none"> Install pedestrian scale street lighting on existing streetlight, traffic signal posts, and electric utility poles on both the north and south side of Van Buren St between 35th Ave and 27th Ave. 	Lighting	N		N	N		N		N		N		80
23	Enhanced Bus Shelters	<ul style="list-style-type: none"> Convert the existing bus stop to an ADA-compliant bus stop with a shelter, bench, and trash receptacle: o35th Ave and Moreland St (SB) o35th Ave and Roosevelt (SB) o35th Ave and Filmore (NB) o31st Ave and 25th Ave (WB) o27th Ave and I-10 (SB) o27th Ave and I-10 (NB) o27th Ave and Roosevelt (NB/SB) o27th Ave and Filmore (NB/SB) o27th Ave and Adams St (SB) o27th Ave and Jefferson St (NB) 	Transit	N		N	N		N		N		N		71
24	Van Buren Street Curb Ramps	<ul style="list-style-type: none"> Van Buren Str and 29th Ave 	Curb Ramps	N			N		N		N		N		66
25	35th Avenue Curb Ramps	<ul style="list-style-type: none"> Moreland St (SW Corner only) 	Curb Ramps	N		Y	N		N		N		N		58
26	27th Ave Curb Ramps	<ul style="list-style-type: none"> Portland St Jackson St (northeast and southeast corners only) 	Curb Ramps	N		Y	N		N		N		N		52
27	31st Ave Curb Ramps	<ul style="list-style-type: none"> Jackson St (northwest and southwest corners only) Jefferson St (northwest and southwest corners only) Moreland St 	Curb Ramps	N		Y	N		N		N		N		60
28	Roosevelt St Curb Ramps	<ul style="list-style-type: none"> 34th Ave (north corners only) 35th Ave (southwest corner only) 33rd Ave (northside only) 32nd Ave 30th Ave 29th Ave (north corners only) 28th Ave (north corners only) 	Curb Ramps	N		Y	N		N		N		N		70
29	Adams St Curb Ramps	<ul style="list-style-type: none"> 24th Ave 26th Ave (south corners only) 27th Dr (south corners only) 28th Ave (south corners only) 29th Dr (north corners only) 29th Ave (north corners only) 30th Ave (north corners only) 30th Dr (north corners only) 	Curb Ramps	N		Y	N		N		N		N		73
30	Jefferson Street Bike Facility	<ul style="list-style-type: none"> Remove the existing sharrow 65' east of 27 Ave. Extend the existing 5' bike lane from 115' west 25th Ave to be flush with 27th Ave. Remove existing green bike lane pavement marking 115' west of 27th Ave. Add a green bike lane pavement marking in the bike lane on the east and west leg of Jefferson St at the intersection of 26th Ave. Paint a new green bike lane pavement marking at the new west terminus of the bike lane. Add No Parking Signs on the south side of Jefferson St between 25th Ave and 520' east of 25th Ave. In this section the on street parking is terminated and the bike lane is frequently obstructed by parked vehicles. There are currently 5 opportunities to add the No Parking Signage at existing poles. 25th Ave to 24th Ave Remove the existing sharrows (2) Convert the existing 7' wide on street parking lane on the southside of the Jefferson St to a 7' bike lane. Introduce bike lane and no parking signage in appropriate increments along this stretch in accordance to City standards. Add a green bike lane pavement marking on east leg of Jefferson St at the intersection of 25th Ave. Paint a green bike lane pavement marking on the west of leg of Jefferson St at the intersection of 24th Ave. 24th Ave to NB 1-17 Frontage Rd Add diagonal striping inside the buffer of the bike lane approaching 23rd Ave. Add a green bike lane pavement marking at the east end of the bike lane approaching 23rd Ave. Add dashed cat track pavement markings through the intersection of Jefferson St and 23rd Ave. Continue the diagonal striping within the buffer on the I-17 overpass. Add a green bike lane pavement marking at the east of the of bike lane on the I-17 overpass. NB 1-17 Frontage Rd to 21st Ave 	Bicycle	Y	Bike Lane	N	N		N		N		N		74

27th Ave & Jefferson Street Traffic Signal

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years					7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles		
	0	1	5	7		
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years					7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles		
	0	2	7	10		
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?					3	
No		Yes				
0		3				
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?					3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*		Crash Type*
0	3					

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
			Points	0	5	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									4
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	
	Points	0	1	2	3	4	5	6	7	
	Select all destinations that are connected to one another by the project (sum all points selected in this block)									6.45
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>	
	Points	2.15	2.15	2.15	2.15			2.15	2.15	
Proximity to existing or planned bus, BRT, or light rail line									0	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles				
0			1			2				

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank					8			
	Rank								
	Points								
					<4	4 to 8	9 to 12	13 to 16	17 to 20
					0	5	10	15	20

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR					0
	No		Yes			
	Points		2			
	Does the project incorporate shade?					0
	# of Trees	<5	5-10	11-15	16-20	
	Points	0	1	2	3	4
Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6		0-3
Points	0		1	2	3	
Ease/cost of maintenance					1	
Low Ease/High Cost		High Ease/Low Cost				
Points		1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)						4
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	
	Points	0	1	2	3	4	5
	Estimated cost of required ROW takes						5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K ->\$0	
	Points	0	1	2	3	4	5

Total Score	56
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	60
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27th Ave Bike Lane (south of I-10)

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						10
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3	
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	Highway	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
Points	0	5	10	15		

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									6	
	Number of	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										10.75
	Destinations	Job/Transit	Food/Dining	Errands	Health/ Community			Schools	Parks		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						12
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR						0
	No		Yes				
	0		2				
	Does the project incorporate shade?						0
	# of Trees	<5	5-10	11-15	16-20	>20	
	Points	0	1	2	3	4	
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)						3
	Number of Constraints	>7		7-9	4-6	0-3	
Points	0		1	2	3		
Ease/cost of maintenance						1	
Low Ease/High Cost			High Ease/Low Cost				
0			1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)							4
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0		
Points	0	1	2	3	4	5		

Total Score							72
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score							76
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27th Ave Bike Lane (north of I-10)

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years					5
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles		
	0	1	5	7		
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years					2
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles		
	0	2	8	10		
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?					0	
No	Yes					
0	3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?					3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*		Crash Type*
0	3					

Roadway User Stress Level (15 Points Max)					5	
	Functional classification	Highway	Arterial	Collector		Local
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT		1-2 lanes and/or >=25 mph and/or <5,000 ADT
	Points	0	5	10		15

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This								6	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19		20+
	Points	0	1	2	3	4	5	6		7
	Select all destinations that are connected to one another by the project (sum all points selected in this block)									10.75
	Destinations	Job/Transit	Food/Dining	Errands	Health/ Community			Schools	Parks	
	Points	2.15	2.15	2.15	2.15			2.15	2.15	
Proximity to existing or planned bus, BRT, or light rail line									2	
	> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles			
	0			1			2			

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						12	
	Rank	<4		4 to 8	9 to 12	13 to 16		17 to 20
	Points	0		5	10	15		20

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR					0	
		No	Yes				
	Points	0	2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
	Number of Constraints	>7		7-9	4-6		0-3
Points	0		1	2	3		
Ease/cost of maintenance					1		
	Low Ease/High Cost		High Ease/Low Cost				
Points	0		1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)						4	
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K		< \$500K
	Points	0	1	2	3	4		5
	Estimated cost of required ROW takes						5	
ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0		
Points	0	1	2	3	4	5		

Total Score						59
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"4" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score						63
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31st Ave Sidewalk

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						8
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3	
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					10
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									5	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										12.9
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										1	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						16
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0			2	
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							3
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	78
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	82
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31st Ave RFB

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						8
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					10
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									5	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										6.45
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										1	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						12
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	0		2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
Low Ease/High Cost		High Ease/Low Cost					
0		1					

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score							69
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score							73
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31st Ave Crosswalks

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						8
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3	
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					10
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									5	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										6.45
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										1	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						12
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	69
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	73
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Roosevelt St Crosswalks

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						2
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						0
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					10
	Functional classification	<u>Highway</u>	<u>Arterial</u>	<u>Collector</u>	<u>Local</u>	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									3	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										8.6
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						12
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	62
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	66
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33rd Ave Sidewalk

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						2
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						0
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					15
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									7	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										12.9
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						16
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	0		2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0	1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)							3
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	77
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	81
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Roosevelt St Bike Facility

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						2
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						0
	No		Yes				
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					7.5
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									7	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										12.9
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						12
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR						0
	No		Yes				
	Points		2				
	Does the project incorporate shade?						0
	# of Trees	<5	5-10	11-15	16-20	>20	
	Points	0	1	2	3	4	
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)						3
	Number of Constraints	>7		7-9	4-6	0-3	
Points	0		1	2	3		
Ease/cost of maintenance						1	
Low Ease/High Cost			High Ease/Low Cost				
Points			1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)							4
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	66
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	70
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Roosevelt St & 33rd Ave Improvement

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						2
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						0
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					12.5
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									4	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										8.6
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						8
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	61
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	65
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Carl Hayden High School CRFB

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						2
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						0
	No		Yes				
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					10
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									5	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										6.45
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						12
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0			2	
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
	Number of Constraints	>7		7-9	4-6		0-3
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
	Points	0	1	2	3	4	5	

Total Score	61
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	65
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Roosevelt St & 29th Ave Improvement

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						2
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						0
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					10
	Functional classification	<u>Highway</u>	<u>Arterial</u>	<u>Collector</u>	<u>Local</u>	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									4	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										6.45
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						10
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
	Number of Constraints	>7		7-9	4-6		0-3
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	58
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	62
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Polk Street Traffic Calming

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						10
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3	
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					15
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									7	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										10.75
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						8
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR						0
	No		Yes				
	Points		2				
	Does the project incorporate shade?						0
	# of Trees	<5	5-10	11-15	16-20	>20	
	Points	0	1	2	3	4	
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)						3
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance						1	
Low Ease/High Cost			High Ease/Low Cost				
Points			1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score							80
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score							84
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Filmore St Traffic Calming

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						10
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					15
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									7	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										10.75
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						8
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	80
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	84
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35th Ave Mid-Block Crossing

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						2
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						0
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									4	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										10.75
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						12
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR						0
	No		Yes				
	Points		2				
	Does the project incorporate shade?						0
	# of Trees	<5	5-10	11-15	16-20	>20	
	Points	0	1	2	3	4	
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)						3
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance						1	
Low Ease/High Cost			High Ease/Low Cost				
Points			1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	60
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	64
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35th Ave Signalized Intersection Pedestrian Improvements

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						10
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3
	No		Yes				
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	<u>Highway</u>	<u>Arterial</u>	<u>Collector</u>	<u>Local</u>	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									5	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										12.9
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						12
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR						0
	No		Yes				
	Points		2				
	Does the project incorporate shade?						0
	# of Trees	<5	5-10	11-15	16-20	>20	
	Points	0	1	2	3	4	
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)						3
	Number of Constraints	>7		7-9		4-6	
Points	0		1		2	3	
Ease/cost of maintenance						1	
Low Ease/High Cost			High Ease/Low Cost				
Points			1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)							4
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
	Points	0	1	2	3	4	5	

Total Score	73
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	77
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35th Ave Sidewalk Widening

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						10
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3	
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									7	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										10.75
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						16
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0			2	
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							3
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	76
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	80
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Van Buren St Signalized Intersection Pedestrian Improvements

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						10
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3	
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									7	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										12.9
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							4
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	63
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	67
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Van Buren St Mid-Block Crossing Improvement

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						8
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									4	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										8.6
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										1	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						12
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	66
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"4" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	70
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Van Buren St Mid-Block Crossing

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						10
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3	
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	Highway	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									4	
	Number of	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										12.9
	Destinations	Job/Transit	Food/Dining	Errands	Health/ Community			Schools	Parks		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										0	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						12	
	Rank	<4		4 to 8	9 to 12	13 to 16		17 to 20
	Points	0		5	10	15		20

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR						0	
	No		Yes					
	Points		0		2			
	Does the project incorporate shade?							0
	# of Trees	<5	5-10	11-15	16-20	>20		
	Points	0	1	2	3	4		
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)							3
	Number of Constraints	>7		7-9	4-6	0-3		
	Points	0		1	2	3		
	Ease/cost of maintenance							1
Low Ease/High Cost			High Ease/Low Cost					
Points	0			1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
	Points	0	1	2	3	4	5	

Total Score	71
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Van Buren St Sidewalk Widening

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						10
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3	
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									4	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										8.6
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										1	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						16
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							4
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	71
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	75
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Van Buren St Pedestrian-Scale Lighting

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						10
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	Highway	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									7	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										8.6
	Destinations	Job/Transit	Food/Dining	Errands	Health/ Community			Schools	Parks		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						18
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							3
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	76
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	80
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Enhanced Bus Shelters

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						10
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3	
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									5	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										12.9
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						6
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR						0
	No		Yes				
	Points		2				
	Does the project incorporate shade?						0
	# of Trees	<5	5-10	11-15	16-20	>20	
	Points	0	1	2	3	4	
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)						3
	Number of Constraints	>7		7-9	4-6	0-3	
Points	0		1	2	3		
Ease/cost of maintenance						1	
Low Ease/High Cost			High Ease/Low Cost				
Points			1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)							4
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
	Points	0	1	2	3	4	5	

Total Score	67
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"4" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	71
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Van Buren Street Curb Ramps

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						10
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3
	No		Yes				
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	<u>Highway</u>	<u>Arterial</u>	<u>Collector</u>	<u>Local</u>	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									4	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										6.45
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										0	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						10
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR						0
	No		Yes				
	Points		2				
	Does the project incorporate shade?						0
	# of Trees	<5	5-10	11-15	16-20	>20	
	Points	0	1	2	3	4	
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)						3
	Number of Constraints	>7		7-9	4-6	0-3	
Points	0		1	2	3		
Ease/cost of maintenance						1	
Low Ease/High Cost			High Ease/Low Cost				
Points			1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
	Points	0	1	2	3	4	5	

Total Score	62
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	66
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35th Avenue Curb Ramps

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						2
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						0
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									5	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										6.45
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						10
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	54
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	58
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27th Ave Curb Ramps

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						2
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						0	
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					5
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									3	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										2.15
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						10
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	48
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	52
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31st Ave Curb Ramps

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						2
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						0
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					10
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									4	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										4.3
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						10
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR						0
	No		Yes				
	Points		2				
	Does the project incorporate shade?						0
	# of Trees	<5	5-10	11-15	16-20	>20	
	Points	0	1	2	3	4	
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)						3
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance						1	
Low Ease/High Cost			High Ease/Low Cost				
Points			1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	56
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	60
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Roosevelt St Curb Ramps

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						2
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						0
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					10
	Functional classification	<u>Highway</u>	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									5	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										12.9
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						10
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	66
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	70
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Adams St Curb Ramps

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years						7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	1	5	7			
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years						10
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles			
	0	2	8	10			
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?						3	
No		Yes					
0		3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?						3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*	Crash Type*		
0	3						

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					10
	Functional classification	<u>Highway</u>	<u>Arterial</u>	<u>Collector</u>	<u>Local</u>	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This									4	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+		
	Points	0	1	2	3	4	5	6	7		
	Select all destinations that are connected to one another by the project (sum all points selected in this block)										6.45
	Destinations	<u>Job/Transit</u>	<u>Food/Dining</u>	<u>Errands</u>	<u>Health/ Community</u>			<u>Schools</u>	<u>Parks</u>		
	Points	2.15	2.15	2.15	2.15			2.15	2.15		
Proximity to existing or planned bus, BRT, or light rail line										2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles					
0			1			2					

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						10
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR				0		
	No		Yes				
	Points		0 2				
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
Number of Constraints	>7		7-9	4-6	0-3		
Points	0		1	2	3		
Ease/cost of maintenance					1		
		Low Ease/High Cost	High Ease/Low Cost				
Points		0		1			

Cost (10 Pts Max)	Estimated total project cost (including ROW)							5
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	
	Points	0	1	2	3	4	5	
	Estimated cost of required ROW takes							5
	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5		

Total Score	69
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	73
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Jefferson Street Bike Facility

Safety (23 Pts Max)	Proximity of proposed project to >= 1 documented pedestrian/ bicycle injury within past 5 years					7
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles		
	0	1	5	7		
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle fatality within past 5 years					8
	>1.0 miles	0.5-1.0 miles	0.25 - 0.5 miles	<0.25 miles		
	0	2	8	10		
Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?					3	
No	Yes					
0	3					
Does the proposed project have a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse?					3	
No	Yes	CRF Value*	Current Condition*	Proposed Condition*		Crash Type*
0	3					

Roadway User Stress Level (15 Points Max)	Stress Level based on the functional classification of the roadway on which project is recommended					10
	Functional classification	Highway	Arterial	Collector	Local	
			5-6 lanes and/or >40 mph and/or >10,000 ADT	3-4 lanes and/or >=35 mph and/or >=5,000 ADT	1-2 lanes and/or >=25 mph and/or <5,000 ADT	
	Points	0	5	10	15	

Connectivity Between Project and Destinations (22 Pts Max)	Total number of connections the project creates/improves between destinations and within 1/4 mile (1/2 mi. for bike projects) of the project. This								6	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19		20+
	Points	0	1	2	3	4	5	6		7
	Select all destinations that are connected to one another by the project (sum all points selected in this block)									6.45
	Destinations	Job/Transit	Food/Dining	Errands	Health/ Community			Schools	Parks	
	Points	2.15	2.15	2.15	2.15			2.15	2.15	
Proximity to existing or planned bus, BRT, or light rail line									2	
> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles				
0			1			2				

Public Input (20 Pts Max)	Public combined on-line and in-person survey rank						12
	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	
	Points	0	5	10	15	20	

Deliverability/ Constructability (10 Pts Max)	Is the project included in -- or does it abut -- an existing or programmed project/DCR					0	
	No	Yes					
	0	2					
	Does the project incorporate shade?					0	
	# of Trees	<5	5-10	11-15	16-20		>20
	Points	0	1	2	3		4
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)					3	
	Number of Constraints	>7		7-9	4-6		0-3
Points	0		1	2	3		
Ease/cost of maintenance					1		
Low Ease/High Cost		High Ease/Low Cost					
Points	0		1				

Cost (10 Pts Max)	Estimated total project cost (including ROW)						4
	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	
	Points	0	1	2	3	4	5
	Estimated cost of required ROW takes						5
ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	
Points	0	1	2	3	4	5	

Total Score	70
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"+" 4 Points for Bonus Equity Category for the MA 13 being the 13th Ranked Mobility Area Across the city **4**

Total Score	74
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