

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.

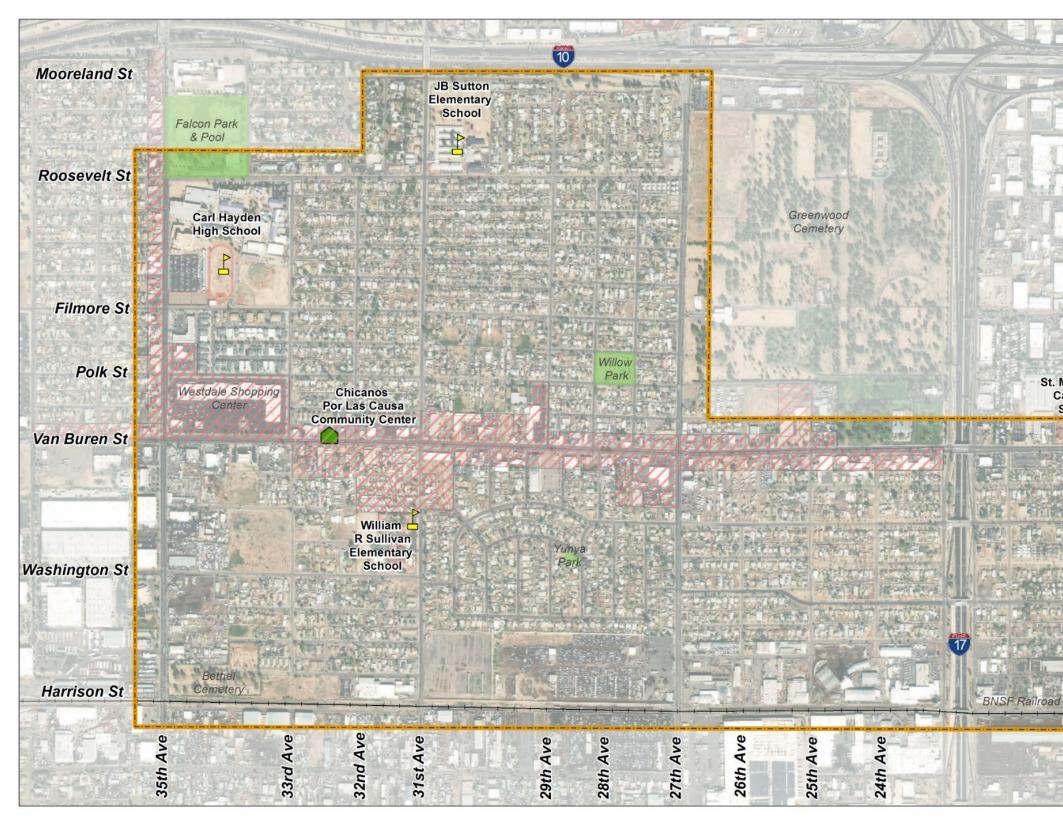
Key Destinations

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:



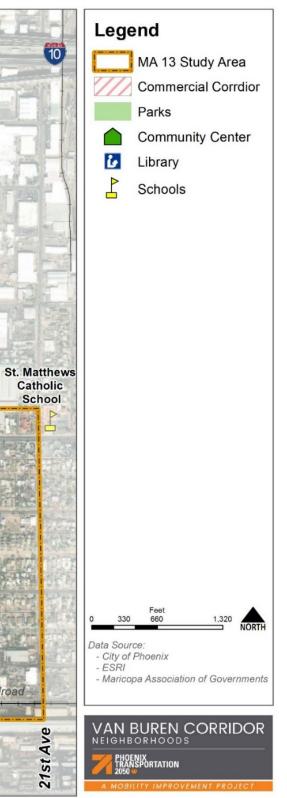
- 1. Sinaloa Plaza
- 2. Super Carniceria El Dorado
- 3. Coin Laundromat
- 4. Kingdom of Life Center Church
- 5. Iglesia Ministerio Familia De Dios (Church)
- 6. Valle del Sol
- 7. Santo Nino Catholic Community
- 8. Iglesia Adventista Del Septimo Dia (Church)
- 9. Fiesta Market
- 10. Evangelical Church
- 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









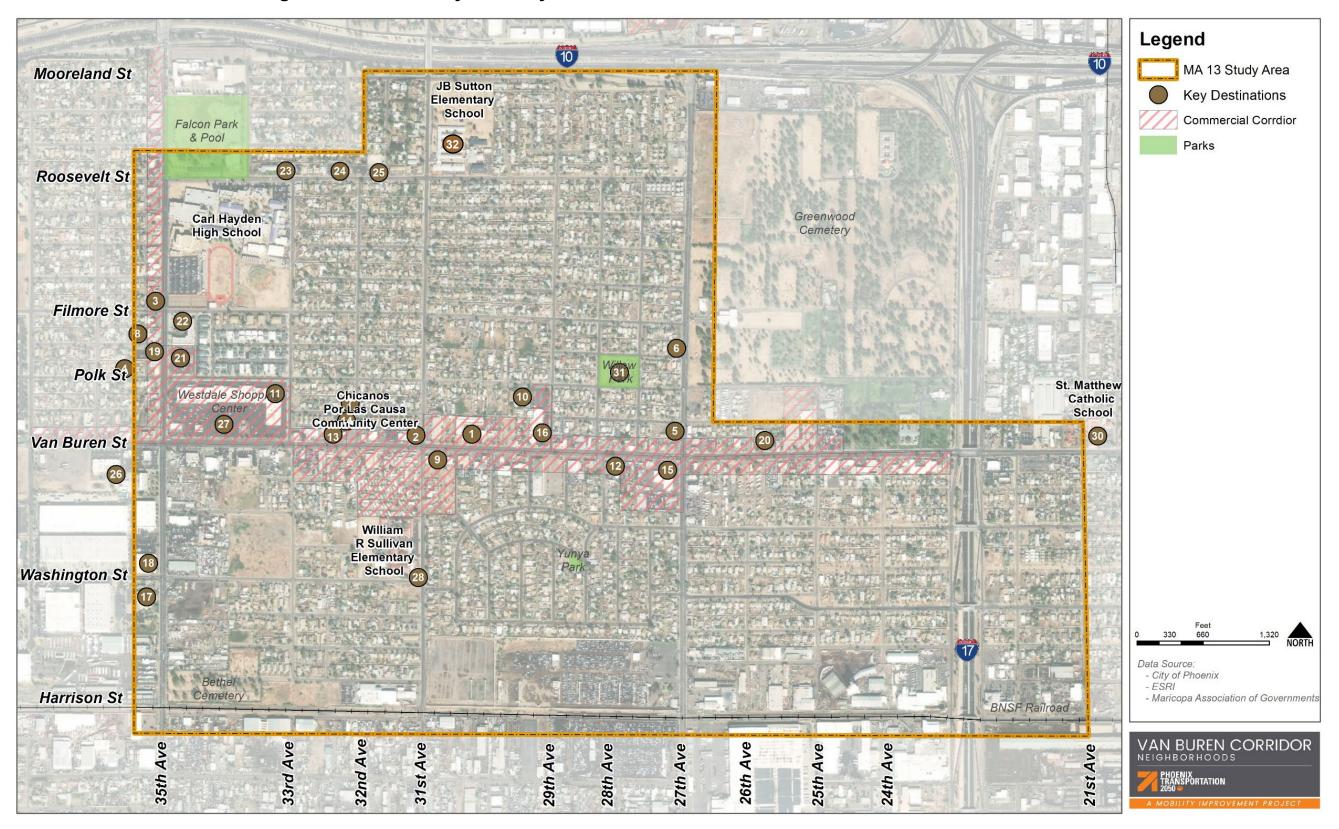


Figure 2: The Van Buren Corridor Neighborhoods Mobility Area Key Destinations









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 $4 - 31^{st}$ Avenue Sidewalk and Project $8 - 33^{rd}$ 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	Traffic control/calming	27 th Avenue	e and Jefferson	Street	Α.	Construct a new four-way traffic signal with advanced stop b
	Jefferson Street	Pedestrian crossing				_	conduit as this intersection was signalized in the past but ha
	Traffic Signal					В.	J
							has no crosswalks or signal in either direction on 27th Aven
	OZth Avenue Dilve	Disvala facility	OZth Assesses	4.40	leffere en	C.	Stripe continental crosswalks on all four legs of the intersec
2	27 th Avenue Bike	Bicycle facility	27 th Avenue	1-10	Jefferson	Α.	Existing traffic volumes on 27 th Ave. can be accommodated
	Lane (south of I-10)			Freeway	Street		better. Through reconfiguration of existing striping, remove of lane in both the northbound and southbound directions.
						D	27 th Avenue pavement section is currently 64' wide and the
						Б.	12' SB TL 10' SB TL 10' TWLTL 10' NB TL 12' NB TL
3	27 th Ave Bike Lane	Bicycle facility	27 th Avenue	Encanto	I-10 Freeway	Δ	Through reconfiguration of existing striping, remove one nor
U	(north of I-10)	Dicycle raolity		Blvd	1 TOT TOOMAy	<i>′</i>	the NB and SB directions.
						В.	27th Ave is currently 64' wide and the proposed cross section
							TL 10' TWLTL 10' NB TL 12' NB TL 5' NB BL
4	31 st Avenue	Pedestrian/sidewalk	31 st Avenue	Van Buren	Approx.613'	Α.	
	Sidewalk, east side			Street	S. of Van		Sullivan elementary school, this is an optimal location to close
	of roadway				Buren Street		wide sidewalk. There is currently no curb or gutter on the ea
							implementation of this recommendation or significantly incre
5	31 st Avenue CRFB	Pedestrian crossing	31 st Avenue	Approx. 234'		Α.	To promote safer school access, convert existing yellow ma
				Washington S			with a push activated RRFB with striped stope bars. Include
6	31 st Avenue	Pedestrian crossing	31 st Avenue and Wa	ashington Stree	et	Α.	Stripe three white continental sidewalks at the intersection o
	Crosswalks						east leg, and west leg.
						B.	Stripe stop bars at all four legs of the intersection.
7	Roosevelt Street	Dedectrion crossing	Roosevelt Street an	d 21st Avanua		С. ^	Install crosswalk signage to encourage pedestrian to utilize Stripe white continental sidewalks on all four legs of the inte
1	Crosswalks	Pedestrian crossing	Roosevell Street an	id 31 st Avenue		А. В.	Stripe stop bars at all four legs of the intersection
8	33 rd Avenue	Pedestrian/sidewalk	33 rd Avenue	Roosevelt	Melvin Street		
0	Sidewalk		33 Avenue	Street	Melvin Otreet	Γ.	Hayden High School, and southern connection to Food City
	Oldewalk			Oucci			location to close a sidewalk gap with the construction of a 5'
							on the east side of the street and there appears to be suffici
							a 5' wide sidewalk or wider. Existing utility pole conflicts and
	1	1	1	1	1	•	



on

bars and continental crosswalks. There is existing has since been removed.

southbound 27th Avenue onto Jefferson Street and enue for two or more blocks.

ection.

ed with fewer lanes while maintaining a LOS of C or e one southbound travel lane and introduce a bike

ne proposed cross section would include - | 5' SB BL FL | 5' NB BL

northbound travel and introduce a bike lane in both

tion would include - | 5' SB BL | 12' SB TL | 10' SB

ewalk and with the close proximity to William R. close a sidewalk gap with the construction of a 5' east side of the street which could inhibit the crease the cost of this project.

narked crosswalk into a yellow continental crosswalk de pedestrian advanced signage.

of 31st Avenue and Washington Street: north leg,

e crosswalks.

tersection at 31st Avenue and Roosevelt Street.

to sidewalk and with the close proximity to Carl ity/Westgate Center, makes this is an optimal 5' wide sidewalk. There is currently curb or gutter ficient right-of-way and/or public utility easement for nd fire hydrants do exist at multiple locations.

Map Id	Project Name	Category	Street or Intersection	Start	End		Descriptio
9	Roosevelt Street Bike Lane	Bicycle facility	Roosevelt Street	43 rd Avenue	27 th Avenue	В. С. D. F.	 Stripe 9' buffered bike lanes (5' bike lane and 4' buffer) wit 41st Avenue. The current pavement section is 40' wide with permitted in this segment). The proposed cross section wow WB BBL. Stripe 5' bike lanes from 41st Avenue to 39th Avenue. The of WB travel lane and one 12' EB travel lane with 8' on-street north side of the street). The proposed cross section would 5' WB BBL. Restripe the bike lanes to go all the way up to the intersect intersections between 39th Avenue and 36th Avenue. Stripe 4' bike lanes between 37th Avenue and 36th Avenue pavement section is 30' with two 15' travel lanes (on-street section would include 4' EB BL 11' EB TL 11' EB TL 4' Restripe the bike lanes to go all the way up to the intersect intersections between 36th Avenue and 35th Avenue. Reco combined-bike lane/turn lane with a bike box. Restripe the bike lanes to go all the way up to the intersect intersections between 35th Avenue and 31st Avenue. Travel bike lane where applicable. Stripe 4' bike lanes with green pavement markings from 31 section is 40' wide with two 12' travel lanes and 8' on-street section would include 6' PL 4' EB BL 10' EB TL 10' WB Tz one will remain as is and not impacted.
10	Roosevelt Street and 33 rd Avenue Intersection Improvements	Pedestrian crossing Traffic control/calming	Roosevelt Street and 33 rd Avenue			А. В.	This is an uncontrolled, 3-point intersection, with an uncon Roosevelt Street. Remove the existing crosswalk, and ped intersection to cross Roosevelt Street and 33 rd Avenue. Ac intersection. The stop control will likely, reduce vehicular tr (and along the Roosevelt Rd corridor) while also provide a mid-block sidewalk.
11	Carl Hayden High School CRFB	Pedestrian Crossing Traffic control/calming	Roosevelt Street an Avenue	d approx. 446'	east of 35 th	A.	Upgrade the existing high-visibility sidewalk in front of Carl 446' east of 35 th Avenue) to include a push activated CRFE striped stop bars.
12	Roosevelt Street and 29 th Avenue Intersection Improvements	Pedestrian crossing Traffic control/calming	Roosevelt Street an	d 29 th Avenue		A. B.	
13	Polk Street Traffic Calming	Traffic control/calming Pedestrian crossing	Polk Street	37 th Avenue	27 th Avenue	В.	To mitigate numerous resident complaints of existing speed cut-through traffic introduce one speed cushions per block of Avenue. Convert the existing two-way stop-controlled intersections in Avenue, 33 rd Avenue, and 28 th Avenue. Include crosswalks Design speed cushions per the City of Phoenix speed cush



vith green pavement markings from 43rd Avenue to ith two 20' travel lanes (on-street parking is not vould include 9' EB BBL | 11' EB TL | 11' WB TL | 9'

e current pavement section is 40' wide with one 20' eet parking. On-street parking is not permitted on the uld include 8' PL | 5' EB BL | 11' EB TL | 11' WB TL |

ections and introduce green pavement markings at

ue with green pavement markings. The current eet parking is not permitted). The proposed cross 4' EB BL.

ections and introduce green pavement markings at configure the west and east legs to have a

ections and introduce green pavement markings at vel lanes vary from 14-15', apply 1-2' buffer to the

31st Avenue to 27th Avenue. The current pavement eet parking on both sides. The proposed cross B TL | 4' WB BL | 6' PL. The school drop-off/pick-up

ontrolled white ladder crosswalk 200' to the west on edestrians can use this new stop-controlled Add continental crosswalks at all three legs of the travel speeds in front of Carl Hayden High School a safer pedestrian crossing compared the existing

or consideration.

arl Hayden High School and Falcon Park (approx. FB with pedestrian advanced warning signage and

Frequent vehicle speeding on Roosevelt Rd. has /ith its proximity to multiple schools, this intersection . Include stop bars on all four legs of the on the east and west legs of the intersection. In for consideration, instead of a four-way stop

eding frequency and to discourage neighborhood k on Polk Street between 37th Avenue and 27th

s into four-way stop controlled intersections at 37th ks and stop bars at all legs of these intersections. shion standard detail.

Map Id	Project Name	Category	Street or Intersection	Start	End		Descriptio
14	Filmore Street Traffic Calming	Traffic control/calming Pedestrian crossing	Filmore Street	39 th Avenue	27 th Avenue	B.	Introduce one speed cushions per block on Fillmore Street Convert the two-way stop-controlled intersections into four- 37 th Avenue, 33 rd Avenue, 31 st Avenue, and 28 th Avenue. In intersections as well. Design speed cushions per the City of Phoenix speed cush
15	35 th Avenue – Carl Hayden High School Mid-Block Crossing	Pedestrian crossing	35 th Avenue	Approx.130' McKinley Stre			Install a HAWK mid-block crossing approximately 130' south driveway of Carl Hayden High Schools Parking lot. Include a crossing warning signage. The HAWK would have one con
16	35 th Avenue Signalized Intersection Pedestrian Improvements	Pedestrian crossing Traffic control/calming	35 th Avenue	I-10 Freeway	Washington Street		Improve the existing signalized intersections on 35 th Avenue additional visibility to motorists on where to stop at signalize cross walks to high-visibility continental crosswalks; introdu intersections at night; and implement leading pedestrian inter between vehicles and pedestrians crossing the street. The intersections to improve include Roosevelt Street, Filme Street.
17	35 th Avenue Sidewalk Widening	Pedestrian/sidewalk	35 th Avenue	I-10 Freeway	Approx.160' north of Filmore Street	В. С. D.	Widen the existing sidewalk from 6' to 10' wide on the east s north of Filmore Street – a total of 2,476' of sidewalk There are two locations adjacent to Carl Hayden High Scho match existing grade. Widen the existing sidewalk from 5' to 10' wide on the east s Buren Street – a total of 1,250' of sidewalk. Widen the existing sidewalk from 5' to 10' wide on the west north of Filmore Street a total of 2,476' of sidewalk. Widen the existing sidewalk from 5' to 10' wide on the west south of Filmore Street a total of 2,476' of sidewalk.
18	Van Buren Street Signalized Intersection Pedestrian Improvements	Pedestrian crossing Traffic control/calming	Van Buren Street	35 th Avenue	27 th Avenue		Improve the existing signalized intersections on Van Buren additional visibility to motorists on where to stop at signalize cross walks to high-visibility continental crosswalks; introdu intersections at night; and implement leading pedestrian inte between vehicles and pedestrians crossing the street. The intersections to improve include 35 th Avenue, 31 st Aven
19	Van Buren Street Mid-Block HAWK Crossing Improvement	Pedestrian crossing	Van Buren Street	Approx. 210' Avenue	west of 32 nd		Convert the existing RFB two-stage crosswalk 270' west of activated HAWK signal. There are also some sidewalk impro- ramps on both side of the street. Also remove the continental crosswalks across Van Buren S encourage pedestrian to cross Van Buren Street at the HAV east.
20	Van Buren Street Mid-Block Crossing	Pedestrian crossing	Van Buren Street	Approx. 65' w Avenue			Install a HAWK mid-block crossing approximately 65' west of advanced pedestrian crossing warning signage with one high
21	Van Buren St Sidewalk Widening	Pedestrian/sidewalk	Van Buren St	35 th Avenue 31 st Avenue	33 rd Avenue 29 th Avenue		Widen the existing sidewalk from 5' to 10' wide on the north Avenue – a total of 1,163' of sidewalk. Widen the existing sidewalk from 5' to 10' wide on the north Avenue – a total of 1,212' of sidewalk.





et between 37th Ave and 27th Avenue. Ir-way stop controlled intersections at 39th Avenue, Include crosswalks and stop bars at all legs of these

shion standard detail.

uth of McKinley Street to align with the northern e advanced stop bars and advanced pedestrian ontinental crosswalks across 35th Avenue.

nue to include advanced stop bars to provide zed intersections; enhance the existing standard duce pedestrian scale lighting to illuminate the ntervals to provide an opportunity for less conflict

more Street, Van Buren Street, and Washington

st side of 35th Avenue from the I-10 overpass to 160'

nool where the existing sidewalk needs to be fixed to

st side of 35th Avenue from Filmore Street to Van

st side of 35th Avenue from the I-10 overpass to 180'

st side of 35th Avenue from Filmore Street to Van

n Street to include advanced stop bars to provide zed intersections; enhance the existing standard duce pedestrian scale lighting to illuminate the ntervals to provide an opportunity for less conflict

enue, and 27th Avenue.

of 32nd Avenue to a two-stage crosswalk with a push provements that need to be made adjacent to the

n Street at 33rd Avenue and install signage to AWK mid-block crossing approximately 320' to the

t of 29th Avenue. Include advanced stop bars and high-visibility crosswalk across Van Buren Street. th side of Van Buren Street from 35th Avenue to 33rd

th side of Van Buren Street from 31st Avenue to 29th

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	 A. Install pedestrian scale street lighting on existing street light both the north and south side of Van Buren Street between B. Existing street lights are located between the curb and the s sidewalks presenting increased opportunity for conflicts between the curb and the set of the set o
23	Enhanced Bus Shelters	Transit	Throughout the MA			Convert the existing bus stop to an ADA-compliant and include 35 th Avenue and Moreland Street (SB) Shelter, Bench & trash receptacle 35 th Avenue and Roosevelt Street (SB) Shelter, Bench & trash receptacle 35 th Avenue and Filmore Street (NB) Shelter, Bench & trash receptacle Van Buren Street and 25 th Avenue (WB) Shelter, Bench & trash receptacle 27 th Avenue and I-10 (SB) Shelter, Bench & trash receptacle 27 th Avenue and I-10 (NB) Shelter, Bench & trash receptacle 27 th Avenue and Roosevelt Street (NB/SB) Shelter, Bench & trash receptacle 27 th Avenue and Roosevelt Street (NB/SB) Shelter, Bench & trash receptacle 27 th Avenue and Filmore Street (NB/SB) Shelter, Bench & trash receptacle 27 th Avenue and Filmore Street (NB/SB) Shelter, Bench & trash receptacle 27 th Avenue and Jelferson Street (NB) Shelter, Bench & trash receptacle 27 th Avenue and Jelferson Street (NB) Shelter, Bench & trash receptacle
24	Van Buren Street Curb Ramps	Curb ramps	Van Buren Street co			A. Convert all the ramps on the south leg of the Van Buren Stre compliant.
25	35 th Avenue Curb Ramps	Curb ramps	35 th Avenue corrido)r		 A. Convert the ramps on the northwest and southwest corners compliant. B. Convert the ramps on northwest and southwest corners of compliant. C. Convert all the ramps at Moreland Street and 35th Avenue to the ramps at Moreland Street at the ram
26	27 th Avenue Curb Ramps	Curb ramps	27 th Avenue corrido	pr		 A. Convert all the ramps at Portland Street and 27th Avenue to B. Convert the ramps on the northeast and southeast corners complaint.
27	31 st Avenue Curb Ramps	Curb ramps	31 st Avenue corrido	pr		 A. Convert the ramps on the northwest and southwest corners compliant. B. Convert the ramps on northwest and southwest corners of compliant. C. Convert all the ramps at Moreland Street and 31st Avenue to the ramps at Moreland Street at 31st Avenue to the ramps at Moreland Street at 31st Avenue to the ramps at 31st Avenue to the ramps at 31st Avenue to the street at 31st Avenue to the ramps at 31st Avenue to the street at 31st Avenue to the street at 31st Avenue to the street at 31st Avenue to t





ghts, traffic signal posts, and electric unity poles on en 35th Avenue and 27th Avenue. e sidewalk resulting in less illumination on the between pedestrians and bicyclists with vehicles,

southside of Van Buren Street and 25 LED eet. de the following corresponding improvements:

Street and 29th Avenue intersection to be ADA-

ers at 35th Avenue and Jackson Street to be ADA-

of 35th Avenue and Jefferson Street to be ADA-

e to be ADA-compliant. to be ADA-compliant. ers of Jackson Street and 27th Avenue to be ADA-

ers at Jackson Street and 31st Avenue to be ADA-

of Jefferson Street and 31st Avenue to be ADA-

ue to be ADA-compliant.

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Map Id	Project Name	Category	Street or Intersection	Start	End	Description
28	Roosevelt Street Curb Ramps	Curb ramps	Roosevelt Street co	prridor		 A. Convert the ramps on the north corners at 34th Avenue and B. Convert the ramps on the south west corner at 35th Avenue C. Convert the ramps on the north corners at 33rd Avenue and D. Convert the all the ramps at 32nd Avenue and Roosevelt St E. Convert the all the ramps at 30th Avenue and Roosevelt Str F. Convert the ramps on the north corners at 29th Avenue and G. Convert the ramps on the north corners at 29th Avenue and
29	Adams Street Curb Ramps	Curb ramps	Adams Street corric	lor		 A. Convert the ramps all of the ramps at 24th Avenue and Adar B. Convert the ramps on the south corners at 26th Avenue and C. Convert the ramps on the south corners at 27th Drive and A D. Convert the ramps on the south corners at 28th Avenue and E. Convert the ramps on the north corners at 29th Drive and A F. Convert the ramps on the north corners at 29th Avenue and G. Convert the ramps on the north corners at 29th Avenue and H. Convert the ramps on the north corners at 30th Avenue and G. Convert the ramps on the north corners at 30th Avenue and



nd Roosevelt Street to be ADA-compliant. ue and Roosevelt Street to be ADA-compliant. nd Roosevelt Street to be ADA-compliant. Street to be ADA-compliant. Street to be ADA-compliant. nd Roosevelt Street to be ADA-compliant. nd Roosevelt Street to be ADA-compliant. dams Street to be ADA-compliant. and Adams Street to be ADA-compliant. I Adams Street to be ADA-compliant. Adams Street to be ADA-compliant.

30	Jefferson Street	Bicycle	Jefferson Street	27 th Avenue	19 th Avenue	A. 27th Ave to 25th Ave
	Bike Lane					 Remove the existing sharrow 65' east of 27 Ave.
	Improvement					 Extend the existing 5' bike lane from 115' west 25th Av
						 Remove existing green bike lane pavement marking 1
						 Add a green bike lane pavement marking in the bike la intersection of 26th Ave
						• Paint a new green bike lane pavement marking at the
						 Add No Parking Signs on the south side of Jefferson S this section the on street parking is terminated and the vehicles. There are currently 5 opportunities to add the
						B. <u>25th Ave to 24th Ave</u>
						 Remove the existing sharrows (2) Convert the existing 7! wide on street parking long on the
						 Convert the existing 7' wide on street parking lane on the later dues bills lane and us a parking signature.
						 Introduce bike lane and no parking signage in appropr City standards.
						Paint a green bike lane pavement marking on east leg
						Paint a green bike lane pavement marking on the wes
						Ave.
						C. 24th Ave to NB 1-17 Frontage Rd
						Add diagonal cross-hatch striping inside the buffer of t
						 Add a green bike lane pavement marking at the east e
						Add dashed cat track pavement markings through the
						Continue the diagonal cross-hatch striping within the k
						Add a green bike lane pavement marking at the east of the eas
						D. <u>NB I-17 Frontage Rd to 21st Ave</u>
						 Continue the diagonal cross-hatch striping within the k
						 Extend the buffered bike lane 33' on the west leg of Je Add a green bike lane pavement marking at the end of
						 Extend the buffered bike lane 35' on the east leg of Je
						Add a green bike lane pavement marking at the begin
						 Continue the buffer on the bike lane approaching 21st
						275' east of the intersection while the traffic lane on th
						275'. The tapper in the buffered bike lane is likely due
						Ave and 19th Ave. If the City doesn't opt for widening
						nullified.
						 Extend the bike lane 24' to the 21st Ave and paint a group of the state of the st
						painted bike lane.
						E. 21st Ave to 19th Ave
						 Extend the bike lane west to 21st Ave 23' to be flush w
						pavement marking at the start of the painted bike lane
						 Extend the bike lane east to 20th Ave 52' to be flush with the bike lane east to 20th Ave 52' to 52' to
						pavement marking at the start of the painted bike lane
						 Paint a green bike lane pavement marking at the start
						 Jefferson St widening Option
						 Widen the southside of the Jefferson Street approximation
						continue from 22 nd Ave to 19 th Ave with three traffic lar
						increase the cost of this project. The bike lane would r
						Dashed cat tracks would be required to connect the bi





ve to be flush with 27th Ave. 15' west of 27th Ave. ane on the east and west leg of Jefferson St at the

new west terminus of the bike lane. St between 25th Ave and 520' east of 25th Ave. In e bike lane is frequently obstructed by parked e No Parking Signage at existing poles.

the southside of the Jefferson St to a 7' bike lane. riate increments along this stretch in accordance to

of Jefferson St at the intersection of 25th Ave. It of leg of Jefferson St at the intersection of 24th

the bike lane approaching 23rd Ave. end of the bike lane approaching 23rd Ave. e intersection of Jefferson St and 23rd Ave. buffer on the I-17 overpass. of the of bike lane on the I-17 overpass.

buffer from the NB 1-17 Frontage Rd to 21st Ave. efferson St at 22nd Ave to be flush with 22nd Ave. f the buffered bike lane striping.

efferson St at 22nd Ave to be flush with 22nd Ave. ning of the buffered bike lane striping.

t Ave. The buffer begins to narrow/terminate approx. he north side varies in width from 13' - 16'+ within the to the street cross section change between 20th option mentioned below, this improvement may be

een bike lane pavement marking at the end of the

vith the intersection. Paint a green bike lane

ith the intersection. Paint a green bike lane

and the end of the bike lane approaching $19^{\mbox{th}}\,\mbox{Ave}.$

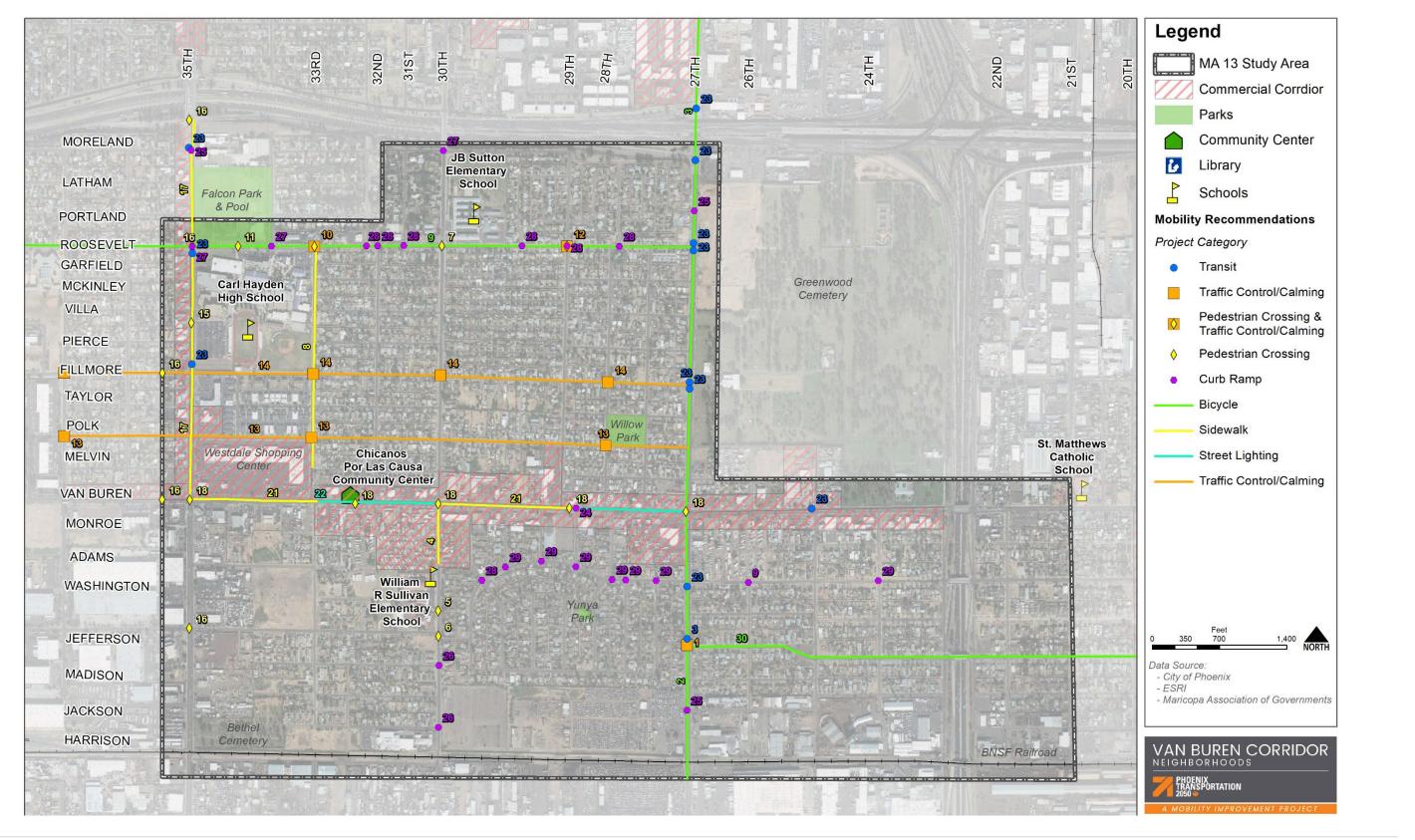
ately 10-14' to allow the buffered bike lane to nes. The widening of Jefferson St would significantly maintain a 5' width with buffer varying in width. ike lane with the existing bike lane at 19th Ave.





T2050 Mobility Assessment Area #13 Proposed Conditions Report

Figure 3: MA 13 Proposed Mobility Recommendations





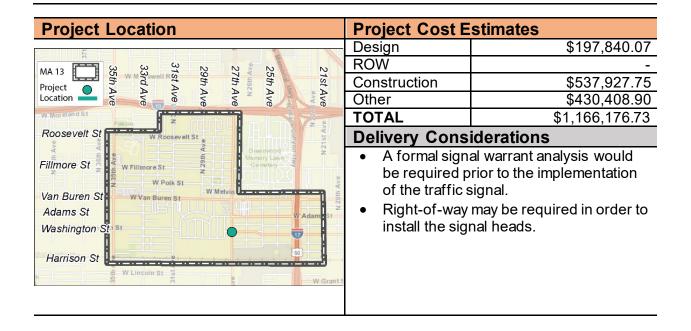
PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name	Project ID		
27 th Avenue and Jefferson Stre	et Traffic Signal		1
Project Limits			Prioritization Score
27 th Avenue and Jefferson Stre	et		60
Current Conditions		Destinat	tions
 Approximately 14,000 average 27th Avenue and approximate traffic eastbound on Jefferson 15 vehicle-vehicle collisions two resulting a serious injury resulting in a minor injury. Two pedestrian/bicycle injury 	_	Shop (
Project Elements	Project Type Traffic Control/Calming	Benefits	
Traffic Signal	Provides efficient traffic movement		
Continental Crosswalks Pedestrian Crossing		Increases visibility and safety	

Detailed Project Elements

- 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.



PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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





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PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name	Project ID		
27th Avenue Bike Lane (south o	of I-10)		2
Project Limits			Prioritization Score
I-10 to Jefferson Street (1-mile)		76
Current Conditions		Destinat	tions
 Approximately 14,000 avera Avenue with five general put Connection to regional bus Programmed pavement pression Provides access to the neige other services. Connects to future planned overpass at Encanto Boule 	 Food City Burger Shop Circle K Yunya Park, Union Pocheca, Green Acres Water Mill 		
Project Elements	Benefits		
Bike lane	Expanded mode choices		
Green pavement marking	Bike facility	Improve b	icycle 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 Est	imates
	Design	\$56,518.21
	ROW	-
MA 13 Project	Construction	\$213,073.83
21st Ave 25th Ave 27th Ave 31st Ave 33st Ave 33st Ave	Other	\$9,759.11
W Moreland St	TOTAL	\$279,351.15
Roosevelt St	Delivery Conside	erations
Fillmore St W Fillmore St W Polk St W Melvi Van Buren St W Van Buren St W Melvi Washington St St W Lincoln St W Lincoln St W Lincoln St	•	

PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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







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PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name			Project ID
27 th Avenue Bike Lane (north c	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		Destinat	tions
 Approximately 14,000 vehic Avenue with five general put Connection to regional bus Programmed pavement presson Provides access to multiple services at McDowell Rd. Connects to future planned overpass at Encanto Boule 	urpose lanes. routes 3 and 27. eservation FY 22-23. regional commercial	at McDa Marisco ARCO 27 th Ava Neveria Shamro	ous commercial services owell Rd. os La Palapa enue Bar and Grill a El Picachu ock Foods rt Inn West Phoenix
		Benefits	
Bike lane	Bicycle facility	Expanded	l mode choices
Green pavement marking	Bike facility	Improve b	vicycle safety

Detailed Project Elements

A. Through reconfiguration of existing striping, remove one northbound travel and introduce a bike lane in both the northbound and southbound directions.

- B. 2th 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 |
- C. Need to discuss existing geometry and pinch point at I-10 underpass.
- D. conduct turning count study to determine the need of two NB turn lanes (ADOT)

Project Location	Project Cost E	stimates
	Design	\$52,226.74
	ROW	-
MA 13 29th Ave 31st Ave 35th Ave Location	Construction	\$166,225.20
Location	Other	\$7,613.37
W-Moretand St Falcon	TOTAL	\$226,065.31
Roosevelt St	Delivery Consi	iderations
Fillmore St W Fillmore St Van Buren St Adams St Washington St St Harrison St W Lincoln St St W Lincoln St St W Grant St W Grant St St W Grant St St W St St St W St	Transportatio reconfigure 2 overpass. Lik counts will ne	with Arizona Department of n will be required to 7 th Avenue under the I-10 ely a turning movements ed to be conducted to of the northbound left turn

PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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







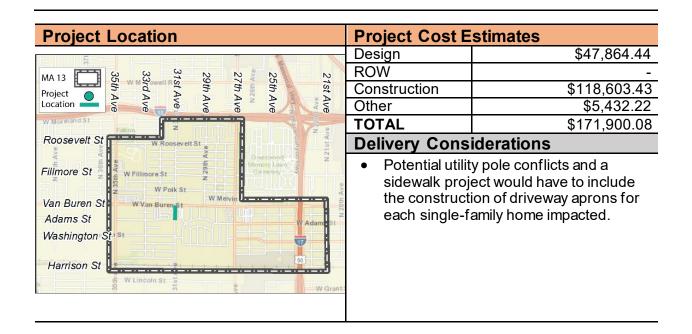


PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name			Project ID
31 st Avenue Sidewalk, east sid	le of roadway		4
Project Limits			Prioritization Score
Van Buren Street to approx. 6	13' south of Van Buren Str	eet	82
Current Conditions		Destinat	tions
 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. 		 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 Elemen	1 to	1	

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.



Mobility Area #13 PHOENIX TRANSPORTATION



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



PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name			Project ID
31 st Avenue CRFB		5	
Project Limits	Project Limits		Prioritization Score
31st Avenue, approx.234' north	of Washington Street		73
Current Conditions		Destinat	tions
 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. 		 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 Pedestrian crossing		Increases safety	
signage			
Continental crosswalk	Pedestrian crossing	Increases	visibility and safety
Detailed Project Element	S	1	

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

Project Location	Project Cost Estin	nates
	Design	\$55,482.15
	ROW	-
MA 13 27th Al Project O	Construction	\$101,763.44
MA 13 Project Location	Other	\$109,241.07
W Moreland St	TOTAL	\$266,486.66
Roosevelt St	Delivery Consider	rations
Fillmore St Van Buren St Adams St Washington St Harrison St W Lincoln St W Lincoln St	•	

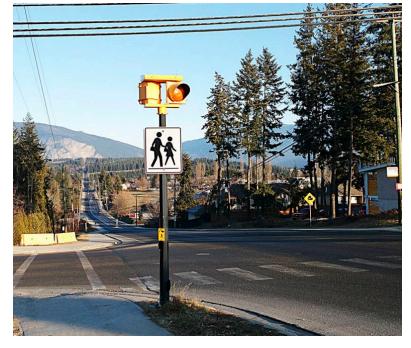
PHOENIX TRANSPORTATION 2050 Mobility Area #13 Project Fact Sheets



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







PHOENIX TRANSPORTATION

Mobility Area #13Project Fact Sheets

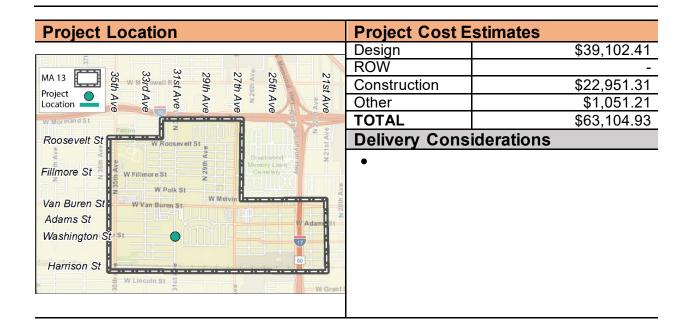


Project Name		Project ID		
31 st Avenue Crosswalks		6		
Project Limits			Prioritization Score	
31 st Avenue and Washington S	treet		73	
Current Conditions		Destinat	tions	
High pedestrian activity.		Chicane	os Por La Causa	
 Approximately 3,900 vehicle 	s per day.	William	R. Sullivan Elementary	
• Two pedestrian serious injuries less than a quarter		School	3	
mile from the project.		Birrieria Obregon		
Provides significantly safer access to and from		Tortas	 Tortas Pauqime, 	
William R. Sullivan Elementary School and the		• Taquer	Taqueria El Fundador	
adjacent residential neighborhoods.		La Son	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	Pedestrian crossing	Increases	visibility and safety	
and wayfinding signage				
Detailed Droiset Floment				

Detailed Project Elements

A. Stripe three white continental sidewalks at the intersection of 31st 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 pedestrians to utilize crosswalks.



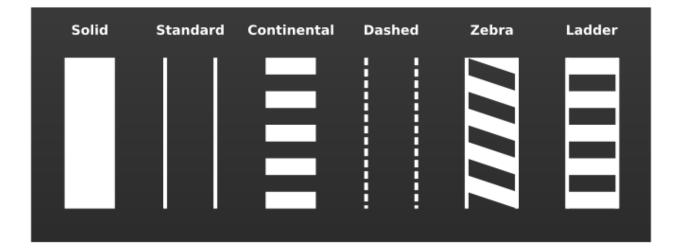
PHOENIX TRANSPORTATION

Mobility Area #13Project Fact Sheets



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







PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets

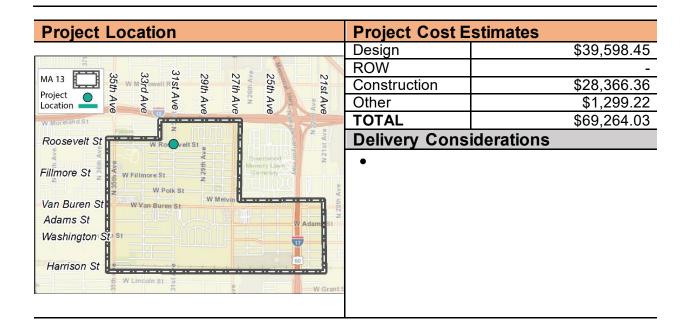


Project Name			Project ID
Roosevelt Street Crosswalks			7
Project Limits			Prioritization Score
31 st Avenue and Roosevelt Street			66
Current Conditions		Destinations	
 High pedestrian and bicyclist activity. Approximately 7,800 vehicles per day at the intersection. Provides improved safety and ease of access to JB Sutton Elementary School, Carl Hayden High School, Falcon Park, medical services and adjacent land uses. 		 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	5
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.



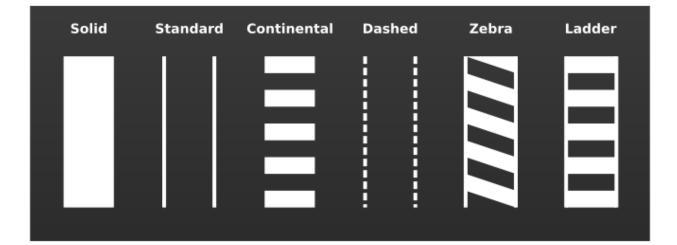
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Mobility Area #13Project Fact Sheets



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







PHOENIX

Mobility Area #13 Project Fact Sheets



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 ler		ength)	81
Current Conditions		Destinations	
 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. 		 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
	1		
	1		

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 E	stimates
	Design	\$661,990.86
	ROW	-
MA 13 Project Location	Construction	\$3,177,918.64
Location A A A A A A A A A A A A A A A A A A A	Other	\$145,553.53
w Moreland St	TOTAL	\$3,985,463.02
Roosevelt St	Delivery Considerations	
Fillmore St W Fillmore St W Polk St W Melvin Weivin Weivin W Adam St Washington St St Harrison St St W Lincoln St St St W Lincoln St St St W Grant St St W Crant St	 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. 	

PHOENIX TRANSPORTATION

Mobility Area #13Project Fact Sheets



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



PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



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		
 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. 		 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 m	ode choices	
Bike Box Bike facility Incre		Increase	Increase bike visibility and safety	

Detailed Project Elements

- 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 (onstreet 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.

Project Location	Project Cost Estimates	
21st 25th 31st 35th	Design	\$63,304.35
21st Ave 25th Ave 27th Ave 31st Ave 33rd Ave Location	ROW	-
Project Location Ave Ave Ave	Construction	\$273,180.37
W Moreland St	Other	\$12,512.08
Prosevelt St Francisco	TOTAL	\$348,996.80
Fillmore St	Delivery Considerations	
Van Buren St	 Right turn on red restriction may be required at 35th Avenue and Roosevelt Street. 	



PHOENIX TRANSPORTATION 2050 @ Mobility Area #13 Project Fact Sheets



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







PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets

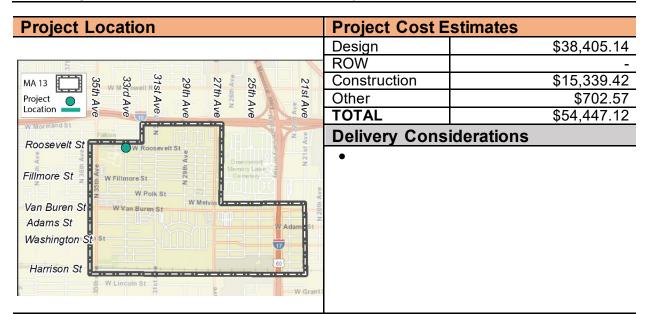


Project Name			Project ID	
Roosevelt Street and 33 rd Avenue Intersection Improvements		10		
Project Limits			Prioritization Score	
Roosevelt Street and 33rd Aver	nue		65	
Current Conditions		Destinat	Destinations	
 High pedestrian and bicyclist activity. Approximately 3,500 vehicles per day at the intersection. Provides improved safety and ease of access to JB Sutton Elementary School, Carl Hayden High School, Falcon Park, medical services and adjacent land uses. 		 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	6	
Continental Crosswalks	Pedestrian Crossing	Increases	visibility and safety	
Stop Sign	Traffic Control/Calming	Reduces	vehicular speed	

Detailed Project Elements

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.

B. A neighborhood traffic circle can be a secondary option for consideration.



PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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









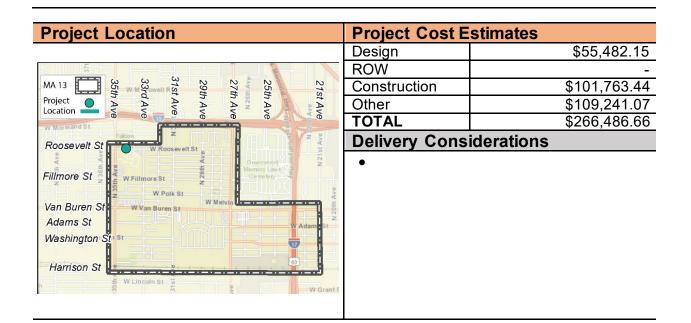
PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name			Project ID
Carl Hayden High School CRFI	3		11
Project Limits			Prioritization Score
Roosevelt Street, approx446'	east of 35 th Avenue		65
Current Conditions		Destinat	tions
 High pedestrian and bicyclist Approximately 3,500 vehicle per day. Provides improved safety an Sutton Elementary School, F adjacent land uses. Six pedestrian injuries within from the project. 	s on Roosevelt Street d ease of access to JB alcon Park, and	 JB Sutt Active L Your No Waterm 	yden High School on Elementary School Learning Center eighborhood Healthcare hill velt Super Market
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.



PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



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







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PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name		Project ID	
Roosevelt Street and 29th Aver	nue Intersection Improvem	ents	12
Project Limits			Prioritization Score
Roosevelt Street and 29th Aver	nue		62
Current Conditions		Destinat	tions
 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. 		 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	6
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

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.

B. A neighborhood traffic circle could be a secondary option for consideration, instead of a four-way stop controlled intersection.

Project Location	Project Cost Estima	ates
	Design	\$40,116.38
	ROW	-
MA 13 Project Occation	Construction	\$34,020.45
MA 13 Project Location	Other	\$1,558.19
W Moreland St	TOTAL	\$75,695.02
Roosevelt St	Delivery Considera	tions
Fillmore St	•	
Van Buren St Adams St	N 20th Av	
Washington Stast		
Harrison St	-	

PHOENIX TRANSPORTATION 2050 Mobility Area #13 Project Fact Sheets



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







PHOENIX TRANSPORTATION

Mobility Area #13Project Fact Sheets



Project Name			Project ID
Polk Street Traffic Calming			13
Project Limits			Prioritization Score
37 th Avenue to 27 th Avenue, ap	prox. 6,571' in length		84
Current Conditions		Destinat	tions
 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. 		 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	6
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

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.

- 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.
- C. Design speed cushions per the City of Phoenix speed cushion standard detail.

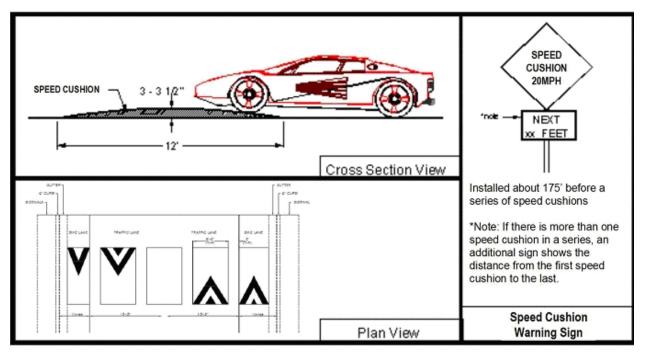


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Mobility Area #13 Project Fact Sheets



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







PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



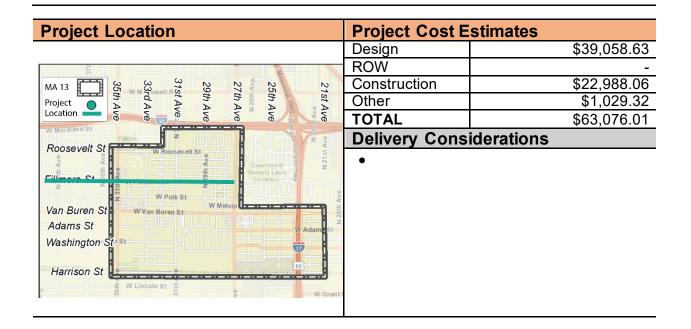
Project Name			Project ID
Filmore Street Traffic Calming			14
Project Limits			Prioritization Score
39 th Avenue to 27 th Avenue, ap	prox. 7,227' in length		84
Current Conditions Destin		Destinat	tions
 Provides improved safety and access to Carl Hayden High School, JB Sutton Elementary School, Willow Park, and other adjacent land uses. Eight vehicle-vehicle collisions within the project limits on Fillmore Street with the majority resulting in no injury. 		 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

A. Introduce one speed cushions per block on Fillmore Street between 37th Ave and 27th Avenue.

B. 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.

C. Design speed cushions per the City of Phoenix speed cushion standard detail.

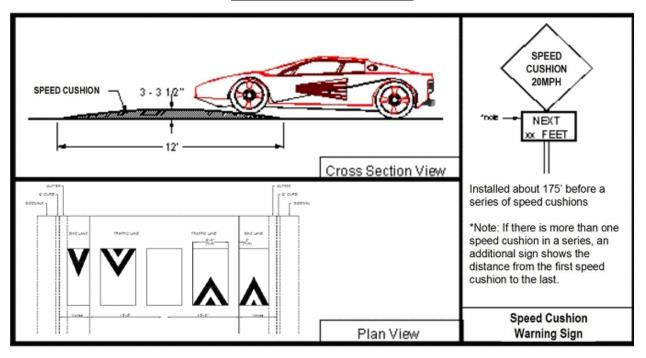


PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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







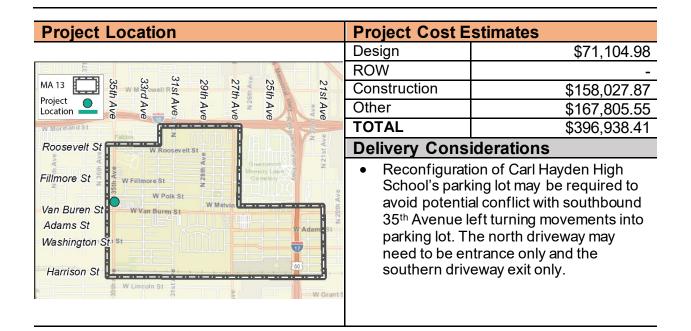
PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name			Project ID
35 th Avenue – Carl Hayden Hig	h School Mid-Block Cross	sing	15
Project Limits			Prioritization Score
35 th Avenue, approx. 130' sout	h of McKinley Street		64
Current Conditions		Destinat	tions
 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 		 Shell, Circle K Carl Hayden High School Falcon Park Westdale Shopping Center Food City Taco Bell 	
 Provides access to regional I 	ous route 35		
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.



PHOENIX TRANSPORTATION R Mobility Area #13 Project Fact Sheets



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



PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name		Project ID	
35 th Avenue Signalized Interse	ction Pedestrian Improver	nents	16
Project Limits			Prioritization Score
Roosevelt Street to Washingto	n Street		77
Current Conditions		Destina	tions
 High pedestrian and bicyclis Approximately 35,000 vehicle day. Provides improved safety at and ease access to Carl Hay Falcon Park, and adjacent lates Six pedestrian injuries within from the project. Provides access to regional 	es on 35 th Avenue per signalized intersections den High School, nd uses. less than a quarter mile	Food CChurchChican	r's Chicken os Por La Causa Fargo Bank
Project Elements	Project Type	Benefits	3
Leading Pedestrian intervals	Traffic control/calming	Increases	safety and mobility
			1 1 1 1 1 11

 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

A. 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 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.

Project Location	Project Cost Es	stimates
	Design	\$93,426.54
	ROW	-
MA 13 Project Location MA 13 Project Location MA 13 Project Location	Construction	\$279,328.78
MA 13 Project Location	Other	\$162,005.90
W Moreland St	TOTAL	\$534,761.22
Roosevelt St	Delivery Considered	derations
Fillmore St W Fillmore St W Polk St W Melvin Adams St Washington St T	•	
Harrison St		



PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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







Michael Baker INTERNATIONAL T2050 Mobility Assessment Area #13 **Proposed Conditions Report**

PHOENIX TRANSPORTATION 2050 © Mobility Area #13 Project Fact Sheets



Project Name		Project ID	
35 th Avenue Sidewalk Widening		17	
Project Limits			Prioritization Score
I-10 to Van Buren Street – 7,45	52' of widened sidewalk		80
Current Conditions		Destina	tions
 High pedestrian and bicyclis Approximately 35,000 vehicled day. Improves pedestrian capacited Hayden High School, Falcon uses for numerous students bus services to and from schen Six pedestrian injuries within from the project. Provides access to regional 	les on 35 th Avenue per y and safety to Carl Park, and adjacent land who use daily municipal nool less than a quarter mile bus route 35.	 JB Sutt Neighb Active I Westda Food C Church 	l's Chicken os Por La Causa King ell
Project Elements	Project Type	Benefits	5
Sidewalk widening	Sidewalk		multimodal mobility
Sidewalk widening	Sidewalk		multimodal mobility
Sidewalk widening	Sidewalk	Increases	multimodal mobility
Sidewalk widening	Sidewalk	Increases	multimodal mobility

Detailed Project Elements

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

- 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 35th 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 35th 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 35th Avenue from Filmore Street to Van Buren Street a total of 1,250' of sidewalk.

Project Lo	ocation		
MA 13 MA 13 Project Location	31st Ave 33rd Ave 35th Ave	^e AV 1832 N 27th Ave 29th Ave	21st Ave 25th Ave
Roosevelt St Fillmore St	W Rooseve W Fillmore St W Polk St	It St even	enterior N 21st Ave
Van Buren St Adams St Washington St Harrison St	W Van Buren St	W Metvin U	WAdamest Watamest

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

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PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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



PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets

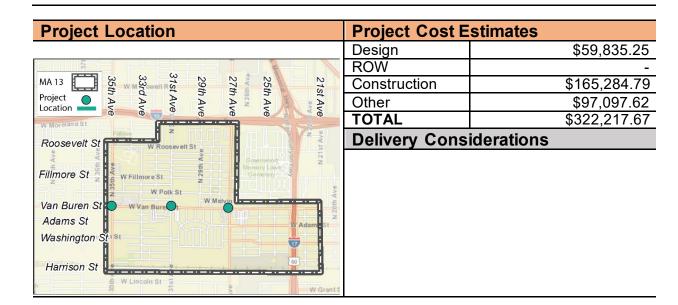


Project Name		Project ID	
Van Buren Street Signalized In	tersection Pedestrian Imp	provements	18
Project Limits			Prioritization Score
35 th Avenue to 27 th Avenue			67
Current Conditions		Destinati	ons
 High pedestrian and bicyclist Approximately 30,000 vehicles per day. Provides improved safety an Westdale Shopping Center, Por La Causa, and multiple restricts the Van Buren corridor eleven pedestrian injuries with and two fatalities less than a project. Provides access to regional 	es on Van Buren Street d ease of access to Willow Park, Chicanos retail land uses along ithin the project limits quarter mile from the	 Food Cit Chicano Wells Fa Circle K Shell 	s Por La Causa
Project Elements	Project Type	Benefits	

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 Dusingt Flowson		

Detailed Project Elements

- 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 35th Avenue, 31st Avenue, and 27th Avenue.



PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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







Michael Baker INTERNATIONAL

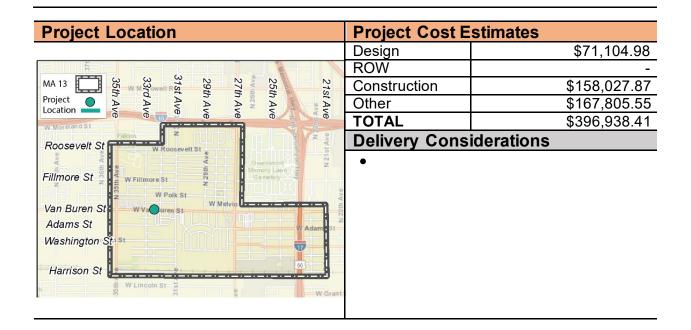
PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name		Project ID	
Van Buren Street Mid-Block HAWK Crossing Improvement		19	
Project Limits			Prioritization Score
Van Buren Street, approx210	' west of 32 nd Avenue		70
Current Conditions		Destinat	tions
 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. 		 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 Pedestrian crossing		Increases mobility	
crossing warning signage	_		
Stop bars	Traffic control/calming Increases visibility		visibility for vehicles
Detailed Project Elements A. Convert the existing RFB two-stage crosswalk 270' west of 32 nd Avenue to a two-stage			

A. Convert the existing KFB two-stage closswalk 270 west of 32th 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 33rd Avenue and install signage to encourage pedestrian to cross Van Buren Street at the HAWK mid-block crossing approximately 320' to the east.



PHOENIX TRANSPORTATION Project Fact Sheets



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

Mobility Area #13

Project Example Photos



HAWK Pedestrian Signal at 16th Street and Palm Lane

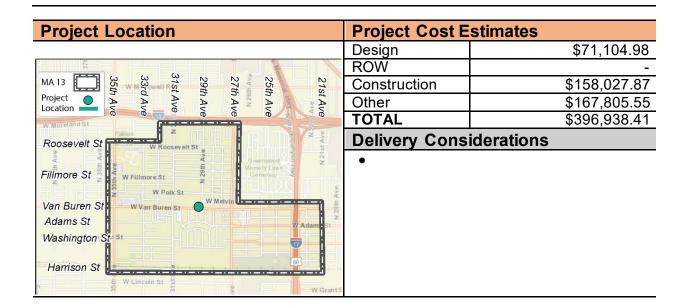


PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



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		Destina	Destinations		
 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 neat 27th Avenue and Van Buren Street. Provides access to regional bus route 3 and 35. 		 Chicanos Por La Causa Wells Fargo Bank Circle K Birrieria Obregon Tortas Paquime Food City 			
Project Elements	Project Type	Benefits	5		
HAWK signal	Pedestrian crossing		pedestrian safety		
Continental crosswalk	Pedestrian crossing	Increases visibility			
Advanced pedestrian Pedestrian crossing			Increases mobility		
crossing warning signage					
Stop bars	Increases	visibility for vehicles			
Detailed Project Elements					
A. Install a HAWK mid-block crossing approximately 65' west of 29th Avenue. Include					

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.



PHOENIX TRANSPORTATION 2050 Mobility Area #13 Project Fact Sheets



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



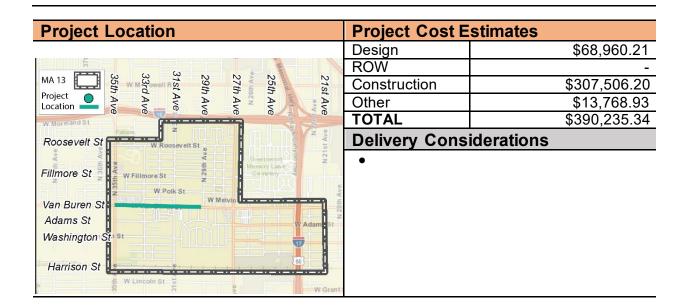
PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name			Project ID
Van Buren Street Sidewalk Widening			21
Project Limits			Prioritization Score
35 th Avenue to 29 th Avenue – to	otal of 2,376' of widened s	idewalk	75
Current Conditions		Destinat	tions
 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. 		 Food C Chicane Wells F Circle k Birrieria Tortas I 	os Por La Causa Fargo Bank K a Obregon Paquime
Project Elements	Benefits	6	
Sidewalk widening	Increases multimodal mobility		
Sidewalk widening	Increases	multimodal mobility	

Detailed Project Elements

- A. 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.
- B. 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.



PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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



PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets

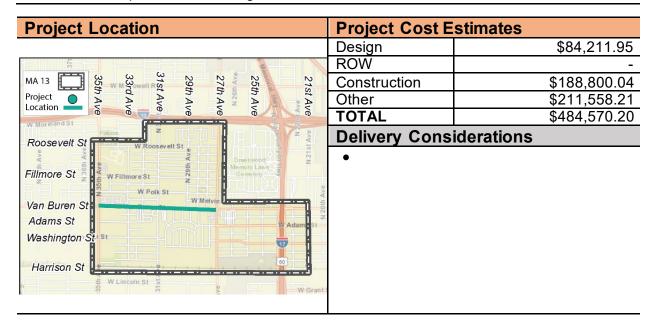


Project Name			Project ID
Van Buren Street Pedestrian-S	Scale Lighting		22
Project Limits			Prioritization Score
35 th Avenue to 27 th Avenue			80
Current Conditions		Destina	tions
 Current Conditions High pedestrian and bicyclist activity. Approximately 30,000 vehicles on Van Buren Street per day. Provides 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. 		 Chicane Food C Chicane Wells F Circle k 	os Por La Causa argo Bank C a Obregon
Project Elements Project Type		Benefits	
Pedestrian scale lighting	Street lighting	U U	tly increases visibility of users during unlit times

Detailed Project Elements

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.

- 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.
- 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.



PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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





PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



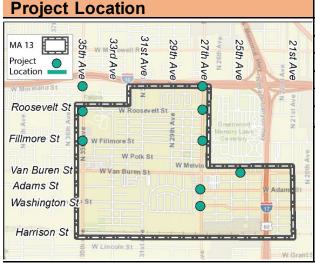
Project Name					Project ID	
Enhanced Bu	s Shelters					23
Project Lin	nits					Prioritization Score
	ne MA 13 Study A	Area				71
Current Conditions			Destinat	tions		
Bus Route	Boardings (20	18)	Wheelchairs		 Westdale Shopping Center Circle K Carl Hayden High School Food City Chicanos Por La Causa 	
3	1,370,876		8,505 (0.6%)			
27	1,034,281		5,512 (0.5%)			
35	1,505,938		36,487 (2.4%)			
Project Ele	ments	Pro	ject Type		Benefits	;
ADA-compliant bus stop Tra		Tran	sit		Increases	access for all users
ADA-compliant bus stop Trar		sit		Increases access for all users Increases access for all users		
ADA-compliant bus stop Tran		sit				
ADA-compliant bus stop Tu		Tran	sit		Increases	access for all users

Detailed Project Elements

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

- A. 35th Ave and Moreland St (SB)
 Shelter, Bench & trash receptacle
- B. 35th Ave and Roosevelt St (SB)
 - Expanded shelter and bench with passive cooling system
- C. 35th Ave and Filmore (NB)
 - Shelter, Bench & trash receptacle
- D. Van Buren and 25th Ave (WB)
 Shelter, Bench & trash receptacle
- E. 27th Ave and I-10 (SB)
 - Shelter, Bench & trash receptacle

- F. 27th Ave and I-10 (NB)
- Shelter, Bench & trash receptacle G. 27th Ave and Roosevelt (NB/SB)
 - Shelter, Bench & trash receptacle
- H. 27th Ave and Filmore (NB/SB) • Shelter, Bench & trash receptacle
- I. 27th Ave and Adams St (SB)
 - Shelter, Bench & trash receptacle
- J. 27th Ave and Jefferson St (NB)
 - Shelter, Bench & trash receptacle



	Project Cost E	stimates				
	Design	\$45,826.24				
1	ROW	-				
	Construction	\$98,559.68				
	Other	\$4,413.12				
	TOTAL	\$148,799.04				
	Delivery Considerations					

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VAN BUREN CORRIDOR PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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









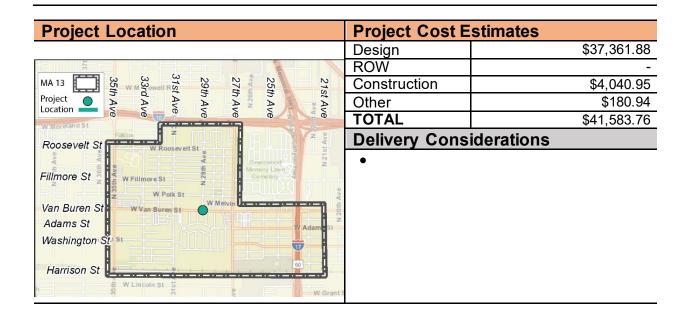
PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name			Project ID	
Van Buren Street Curb Ramps			24	
Project Limits			Prioritization	Score
Van Buren Street and 29 th Aver	nue		66	
Current Conditions		Destinat	tions	
 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 		 Wells F Circle K Birrieria 	a Obregon Paquime	
Project Elements	Benefits			
ADA-compliant curb ramps		mobility for aged 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.



PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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







GHBORHOODS PHOENIX TRANSPORTATION 2050 @ Mobility Area #13 Project Fact Sheets



Project Name	Project ID				
35 th Avenue Curb Ramps	25				
Project Limits			Prioritization Score		
35 th Avenue Corridor			58		
Current Conditions		Destinat	Destinations		
 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 		 Carl Ha Falcon Westda Food C Taco Bo 	 Shell, Circle K Carl Hayden High School Falcon Park Westdale Shopping Center Food City Taco Bell Active Learning Center 		
Project Elements	Project Type	Benefits	5		
ADA-compliant curb ramps	Increases mobility for disadvantaged users				
ADA-compliant curb ramps	Increases mobility for disadvantaged users				
ADA-compliant curb ramps		mobility for aged users			

Detailed Project Elements

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

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



PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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







PHOENIX TRANSPORTATION

Mobility Area #13Project Fact Sheets

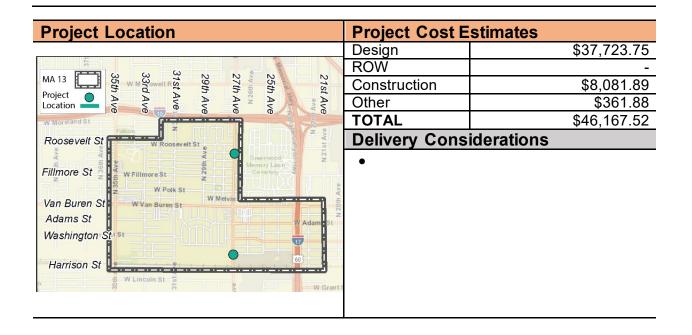


Project Name			Project ID
27 th Avenue Curb Ramps			26
Project Limits		Prioritization Score	
27 th Avenue Corridor			52
Current Conditions		Destina	tions
 Approximately 14,000 veh Avenue with five general p Connection to regional bu Programmed pavement pr Provides access to the ne Connects to future I-10 per 	ourpose lanes. s routes 3 and 27. reservation FY 22-23. ighborhood grocery.	 ARCO 27th Av Neveria Shamro 	os La Palapa venue Bar and Grill a El Picachu ock Foods rt Inn West Phoenix
Project Elements	Project Type	Benefits	6
ADA-compliant curb ramps	Curb ramps		aged users
ADA-compliant curb ramps	Curb ramps		s mobility for aged users
Detailed Design to Flame			

Detailed Project Elements

A. Convert all the ramps at Portland Street and 27th Avenue to be ADA-compliant.

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



PHOENIX TRANSPORTATION

Mobility Area #13Project Fact Sheets



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





PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name		Project ID		
31 st Avenue Curb Ramps		27		
Project Limits			Prioritization Score	
31 st Avenue Corridor			60	
Current Conditions		Destinations		
 High pedestrian activity. 		Chican	os Por La Causa	
Approximately 3,900 vehicles per day.		 William R. Sullivan Elementary 		
• Two pedestrian serious injuries less than a quarter		School		
mile from the project. Provides improved safety and		 Birrieria Obregon 		
ease of access to JB Sutton Elementary School, Carl		 Tortas Paquime 		
Hayden High School and other adjacent land uses.		 Taqueria El Fundador 		
		 La Son 	orense Bakery	
Project Elements	Project Type	Benefits	5	
ADA-compliant curb ramps	Curb ramps		mobility for	
			aged users	
ADA-compliant curb ramps	Curb ramps		mobility for	
		disadvant	aged users	
ADA-compliant curb ramps	Curb ramps		mobility for	
		disadvant	aged users	

Detailed Project Elements

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

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

Project Location	Project Cost Estimates	
	Design \$38,085.63	
	ROW -	
MA 13 25th A 33sth A 33sth A 33sth A 35th A	Construction \$12,122.84	
MA 13 Project Location	Other \$542.81	
w Moreland St	TOTAL \$50,751.28	
Roosevelt St	Delivery Considerations	
Fillmore St W Fillmore St W W Polk St	•	
Van Buren St WVan Buren St		
Adams St		
Washington St. St		
Harrison St		
h B W Lincoln St 5 W Grants		



PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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





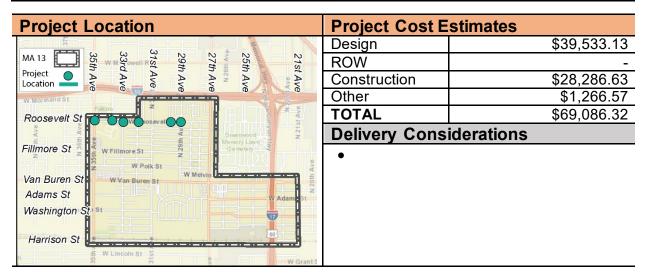
PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name		Project ID	
Roosevelt Street Curb Ramps		28	
Project Limits			Prioritization Score
Roosevelt Street Corridor			70
Current Conditions		Destina	tions
 High pedestrian and bicyclis Provides significantly safer Sullivan Elementary School adjacent land uses. Approximately 3,500 vehicle per day. 	access to William R , Falcon Park, and	 JB Sutt Active I Your No Watern 	ayden High School con Elementary School, _earning Center eighborhood Healthcare
Project Elements	Project Type	Benefits	5
ADA-compliant curb ramps	Curb ramps		mobility for aged users
ADA-compliant curb ramps	Curb ramps		mobility for aged users
ADA-compliant curb ramps	Curb ramps		mobility for aged users

Detailed Project Elements

- A. Convert the ramps on the north corners at 34th Avenue and Roosevelt Street to be ADAcompliant.
- B. Convert the ramps on the south west corner at 35th Avenue and Roosevelt Street to be ADA-compliant.
- C. Convert the ramps on the north corners at 33rd Avenue and Roosevelt Street to be ADA-compliant.
- D. Convert the all the ramps at 32nd Avenue and Roosevelt Street to be ADA-compliant.
- E. Convert the all the ramps at 30th Avenue and Roosevelt Street to be ADA-compliant.
- F. Convert the ramps on the north corners at 29th Avenue and Roosevelt Street to be ADAcompliant.
- G. Convert the ramps on the north corners at 28th Avenue and Roosevelt Street to be ADAcompliant.



VAN BUREN CORRIDOR

PHOENIX TRANSPORTATION

Mobility Area #13

Project Fact Sheets

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

Project Example Photos





Michael Baker INTERNATIONAL

VAN BUREN CORRIDOR

PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets

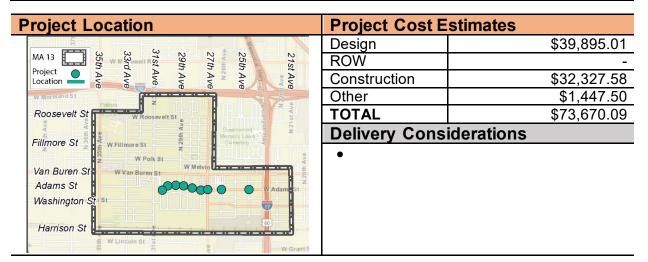


Project Name			Project ID
Adams Street Curb Ramps			29
Project Limits		Prioritization Score	
Adams Street Corridor		73	
Current Conditions	Destina	tions	
 Designated bicycle route. Increases access to Yunya F Sullivan Elementary School. Approximately 5,000 vehicle Street. High density if non ADA-con Adams Street. High pedestrian and bicycle 	s per day on Adams npliant curb ramps on	 William School Birrieria Torta P Taquer 	s Por La Causa R. Sullivan Elementary a Obregon auime ia El Fundador orense Bakery
Project Elements	Project Type	Benefits	;
ADA compliant curb ramps	Curb rompe	Increases	mobility for

Detailed Project Element	6	
		disadvantaged users
ADA-compliant curb ramps	Curbramps	increases mobility for

A. Convert the ramps all of the ramps at 24th Avenue and Adams Street to be ADAcompliant.

- B. Convert the ramps on the south corners at 26th Avenue and Adams Street to be ADAcompliant.
- C. Convert the ramps on the south corners at 27th Drive and Adams Street to be ADAcompliant.
- D. Convert the ramps on the south corners at 28th Avenue and Adams Street to be ADA-compliant.
- E. Convert the ramps on the north corners at 29th Drive and Adams Street to be ADAcompliant.
- F. Convert the ramps on the north corners at 29th Avenue and Adams Street to be ADA-compliant.
- G. Convert the ramps on the north corners at 30th Avenue and Adams Street to be ADA-compliant.
- H. Convert the ramps on the north corners at 30th Drive and Adams Street to be ADA-compliant.



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Mobility Area #13 Project Fact Sheets



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

Project Example Photos





VAN BUREN CORRIDOR

PHOENIX TRANSPORTATION Mobility Area #13 Project Fact Sheets



Project Name			Project ID						
Jefferson Street Bike Facility			30						
Project Limits			Prioritization Score						
27 th Avenue to 19 th Avenue			74						
Current Conditions		Destina	tions						
 High bicyclist activity. 	Food C	lity							
 Approximately 4,700 vehicles 	eastbound on	Burger Shop							
Jefferson Street.		Yunya Park							
 High volume of vehicle-vehic 	le collisions at the	Union F	Union Pocheca						
intersection.		Green	Green Acres Mobile and RV						
Two pedestrian/bicycle injurie	es at the intersection.	Park							
Project Elements	Project Type	Benefits	5						
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.

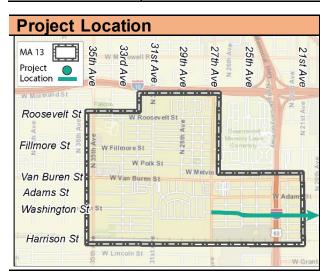
B. <u>25th Avenue to 24th Avenue</u>

- 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. <u>NB I-17 Frontage Road to 21st Avenue</u>
 - 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 tapper 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 Cost E	stimates						
Design	\$66,518						
ROW	-						
Construction	\$389,130						
Other	\$12,807						
TOTAL	\$468,455						
Delivery Considerations							



VAN BUREN CORRIDOR

PHOENIX TRANSPORTATION

Mobility Area #13 Project Fact Sheets



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	Cos	t Estimate
1	27th Ave & Jefferson Street Traffic Signal	Traffic Calming/Control	27th Ave & Jefferson St			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	Ş	1,166,176
2	27th Ave Bike Lane (south of I-10)	Bicycle	27th Ave	1-10 Freeway	Harrison St.	Through reconfiguration of existing striping, remove one southbound travel lane and introduce a bike lane in both the NB and SB directions. Z7th 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			63	25	\$	226,065
4	31st Ave Sidewalk	Pedestrian/Sidewalk	31st Ave	Van Buren St	Approx.613' S. of Var Buren St	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 sets 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		 To promote safer school access, convert existing yellow marked crosswalk into a yellow continental crosswalk with a push activated RRFB with striped stope bars. Include pedestrian advanced signage 	73	12	\$	266,486
6	31st Ave Crosswalks	Pedestrian Crossing	31st Ave & Washington St	-		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	-		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	 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 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 right-of-way or a utility easement for a 5' wide sidewalk or wider. 	81	4	Ş	3,985,463
9	Roosevelt St Bike Facility	Bicycle	Roosevelt St	43rd Ave	27th Ave	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	-		 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 lithree 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 neighbrood traffic critic can be a secondary option for consideration. 	65	23	Ş	54,447
11	Carl Hayden High School CRFB	Pedestrian Crossing	Roosevelt St	Approx. 446' east of 35th Ave		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.	65	22	\$	266,486
12	Roosevelt St & 29th Ave Improvement	Pedestrian Crossing Traffic Calming/Control	Roosevelt St & 29th Ave			 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	 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	 Introduce to streams and support of the stream of the second start were. Introduce two speed humps per block on fillinger 5 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, 33th Ave, 33th Ave, and 28th Dr. Include crosswalks and stop bas at all legs of these intersections as well. 	84	1.5	\$	63,076
15	35th Ave Mid-Block Crossing	Pedestrian Crossing	35th Ave	Approx130' south of McKinley		Extension a control include constraints and apply at an integration test intersection and states intersections and states and states intersections intersection and states	64	24	\$	396,938
16	35th Ave Signalized Intersection Pedestrian Improvements	Pedestrian Crossing Traffic Control/Calming	35th Ave	I-10 Freeway	Harrison St	 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	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 Filmore St to Van Buren St. (1250) Widen the existing sidewalk from 5' to 10' wide on the west 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 Filmore St to Van Buren St. (1250)	80	5	s	1,038,787
18	Van Buren St Signalized Intersection Pedestrian Improvements	Pedestrian Crossing Traffic Calming/Control	Van Buren St	35th Ave	27th Ave	 Improve the signalized intersections on 35th Ave to include advanced stop bars, continental crosswalks, pedestrian scale lighting, and leading pedestrian intervals. 	67	19	ş	322,217
19	Van Buren St Mid-Block Crossing Improvement	Pedestrian Crossing	Van Buren St	Approx. 210' west of 32nd Ave		The intersections to improve include 35th Ave, 31st Ave, and 27th Ave. Convert the existing two-stage crosswalk with a RFB 270 were to 3 2nd 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		\$	396,938
20	Van Buren St Mid-Block Crossing	Pedestrian Crossing	Van Buren St	Approx. 65' west of 29th Ave		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	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	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:			s	148,799
25	Enhanced bus sherers	Transic	Throughout the Wix			ol85th Ave and Moreland St (SB)			7	140,755
						oldSth Ave and Roosevelt (SB)				
						ogsth Ave and Filmore (NB)				
						oWan Buren and 25th Ave (WB)				
						ol27th Ave and I-10 (SB)	71	14.5		
						oZ7th Ave and I-10 (NB)				
						oZ7th Ave and Roosevelt (NB/SB)				
						ol27th Ave and Filmore (NB/SB)				
						ol27th Ave and Admos St (SB)				
						or/Trithe and lefferson St (NB)				
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	52	30	\$	46,167
						Jackson St (northeast and southeast corners only)	52	30		
27	31st Ave Curb Ramps	Curb Ramps	31st Ave	-		Jackson St (northwest and southwest corners only)			\$	50,751
						 Jefferson St (northwest and southwest corners only) 	60	28		
						Moreland St				
28	Roosevelt St Curb Ramps	Curb Ramps	Roosevelt St	-		34th Ave (north corners only)			\$	69,086
						35th Ave (southwest corner only)				
						33rd Ave (northside only)				
						32nd Ave	70	17		
						- 30th Ave				
						29th Ave (north corners only)				
						28th Ave (north corners only)				
29	Adams St Curb Ramps	Curb Ramps	Adams St	-		- 24th Ave			\$	73,670
						26th Ave (south corners only)	73	12		
						- 27th Dr (south corners only)	75			
						28th Ave (south corners only)				
30	Jefferson Street Bike Facility	Bicycle	Jefferson	27th Ave	19th Ave	27th Ave to 25th Ave			\$	468,455
						•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.	74	10		
						• ■aint 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				
1						 Add diagonal striping inside the buffer of the bike lane approaching 23rd Ave. 				
1						• add a green bike lane pavement marking at the east end of the bike lane approaching 23rd Ave.			1	
1						 Add dashed cat track pavement markings through the intersection of Jefferson St and 23rd Ave. 			1	
1						 Continue the diagonal striping within the buffer on the I-17 overpass. 			1	
						 Add a green bike lane pavement marking at the east of the of bike lane on the I-17 overpass. 			1	
						NB I-17 Frontage Rd to 21st Ave			1	
						• Continue the diagonal striping within the buffer from the NB 1-17 Frontage Rd to 21st Ave.			1	
1						•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			1	
I.						pavement marking at the end of the buffered bike lane striping.			1	
			1	1	1	The buffered bile lang 35 on the act log of lefferren St at 23nd Ave to be fluch with 33nd Ave. Add a group bile lang		1	1	

\$ 12,007,163

Appendix Scoring Template

	coring Template								idual Project Comp	onents	Traffic Calming				
Unique ID	Project Name	Description/Scope	Type of Project (Bicycle, Curb-Ramp, Shade, Pedestrian, Traffic Calming, and/or Crossines	Bicycle Facilities (Y/N)	Туре	Curb Ramp (Y/N)	Shade/Landsca ping (Y/N)	Туре	Pedestrian/Sid ewalk (Y/N)	Туре	Traffic Calming (Y/N)	Туре	Pedestrian Crossing (Y/N)	Туре	Evaluation Criteria Score
lap ID #	27th Ave & Jefferson Street Traffic Signal	consice bullets or sentences													whole number
1	27th Ave & Jetterson Street Trattic Signal	 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. 	Traffic Calming/Control	N		N			N		Y	Traffic Signal	N		60
2	27th Ave Bike Lane (south of I-10)	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' WLTL 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)	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' TWLT 10' NB TL 12' NB TL 5' NB BL	Bicycle	Y	Bike lane	N	N		N		N		N		63
4	31st Ave Sidewalk	 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	 To promote safer school access, convert existing yellow marked crosswalk into a yellow continental crosswalk with a push activated RRFB with striped stope bars. Include pedestrian advanced signage 	Pedestrian Crossing	N		N	N		N		N		Y	RFB Crosswalks	73
6	31st Ave Crosswalks	 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. 	Pedestrian Crossing	N		N	N		N		N		Y	Crosswalks	73
7	Roosevelt St Crosswalks	Install crosswalk signage to encourage pedestrian to utilize crosswalks. 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	 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 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 	Pedestrian/Sidewalk	N		N	N		Y	Sidewalk	N		N		81
9	Roosevelt St Bike Facility	and there appears to be right-of-way or a utility easement for a 5'wide sidewalk or wider. 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 Iane Bike Box	N	N		N		N		N		70
10	Roosevelt St & 33rd Ave Improvement	 This is an uncontrolled intersection, with an uncontrolled crosswalk 200° to the west on Roosevelt S1. Remove the existing crosswalk, and padestrians can use this new stops 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 neighbordout 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	 Hingsteden besisting 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	Ν		N	N		N		N		Y	RFB Crosswalks	65
12	Roosevelt St & 29th Ave Improvement	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 Rosevered to 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	 To mitigate numerous resident complaints of existing speeding frequency, introduce two speed humps per block on Polk S1 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	 Introduce two speed humps per block on Fillmore 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, 33th Ave, 33th Ave, 37th Ave, 37th Ave, 37th Ave, 38th Ave, 37th Ave, 3	Traffic Calming/Control Pedestrian Crossing	N		N	N		N		Y	Stop Sign Speed hump	Y	Crosswalks	84
15	35th Ave Mid-Block Crossing	 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	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 1-D 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	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) Three 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 Burren St. (1250) Widen the existing sidewalk from 5 [°] to 10 [°] wide on the west side of 35th Ave from the I-10 overpass to 2010 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) 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				1			1	1							
18	Van Buren St Signalized Intersection Pedestrian											Advanced Stop			
	Improvements	 Improve the signalized intersections on 35th Ave to include advanced stop bars, continental 	Pedestrian Crossing	N		N	N		N		v	Bars	N		67
			Traffic Calming/Control	IN		IN	IN		IN		T	Pedestrian	IN		67
		crosswalks, pedestrian scale lighting, and leading pedestrian intervals. The intersections to improve include 35th Ave, 31st Ave, and 27th Ave. 	_									leading intervals			
40		 The intersections to improve include 35th Ave, 31st Ave, and 27th Ave. 												L	
19	Van Buren St Mid-Block Crossing Improvement	 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												HAWK	
		need to be made adjacent to the ramps on both side of the street.	Pedestrian Crossing	N		N	N		N		N		Y	Crosswalk	70
		 Also remove the high-visibility crosswalk across Van Buren St at 33rd Ave and install signage 												crosswant	
		to encourage pedestrian to cross Van Buren St at the HAWK mid-block crossing approximately													
		320' to the east.													
20	Van Buren St Mid-Block Crossing	 Install a HAWK mid-block crossing approximately 65' west of 29th Ave. Include advanced stop 												HAWK	
		bars and advanced pedestrian crossing warning signage with one high-visibility crosswalk across	Pedestrian Crossing	N		N	N		N		N		Y		71
		Van Buren St.												Crosswalk	
21	Van Buren St Sidewalk Widening	 Widen the existing sidewalk from 5' to 10' wide on the north side of Van Buren St from 35th 													
	-	Ave to 33rd Ave. (1300)		N		N	N				N				
		Widen the existing sidewalk from 5' to 10' wide on the north side of Van Buren St from 31st	Pedestrian/Sidewalk	N		N	N		Y	sidewalk	N		N		75
		Ave to 29th Ave. (1300)													
22	Van Buren St Pedestrian-Scale Lighting														
	van baren ser edesarian seare eignang	 Install pedestrian scale street lighting on existing streetlight, traffic signal posts, and electric 	Lighting	N		N	N		N		N		N		80
		unity poles on both the north and south side of Van Buren St between 35th Ave and 27th Ave.	Lighting												00
23	Enhanced Bus Shelters	Convert the existing bus stop to an ADA-compliant bus stop with a shelter, bench, and trash													
25	Enhanced Bus Shercers	receptible:													
		ol85th Ave and Moreland St (SB)		1			1	1		1				1	
		oB5th Ave and Roosevelt (SB)		1			1	1		1				1	
		odistri Ave and Roosevert (SB)		1			1	1		1				1	
	1			1	1	1	1	1		1				1	
		olian Buren and 25th Ave (WB)	Transit	N		N	N	1	N	1	N		N	1	71
		oZ7th Ave and I-10 (SB)													
		oZ7th Ave and I-10 (NB)		1			1	1		1				1	
	1	oZ7th Ave and Roosevelt (NB/SB)		1	1	1	1	1		1				1	
		oZ7th Ave and Filmore (NB/SB)		1			1	1		1				1	
		oZ7th Ave and Adams St (SB)													
		oZ7th Ave and Jefferson St (NB)													
24	Van Buren Street Curb Ramps	 Van Buren Str and 29th Ave 	Curb Ramps	N			N		N		N		N		66
25	35th Avenue Curb Ramps	 Moreland St (SW Corner only) 	Curb Ramps	N		Y	N		N		N		N		58
26	27th Ave Curb Ramps	Portland St	Curb Ramps	N		Y	N		N		N		N		52
		 Jackson St (northeast and southeast corners only) 	Curb Ramps	IN IN			IN		IN		IN		N		52
27	31st Ave Curb Ramps	 Jackson St (northwest and southwest corners only) 		1	1		1	1						1	-
		Jefferson St (northwest and southwest corners only)	Curb Ramps	N		Y	N	1	N	1	N		N	1	60
		· Moreland St		1			1	1		1				1	
28	Roosevelt St Curb Ramps	 34th Ave (north corners only) 													
		35th Ave (southwest corner only)													
		33rd Ave (northside only)													
		· 32nd Ave	Curb Ramps	N		Y	N		N		N		N		70
		· 30th Ave	curonumps												
		· 29th Ave (north corners only)													
		28th Ave (north corners only)													
29	Adams St Curb Ramps	· 24th Ave												L	
25	Adams St Curb Ramps	· 26th Ave (south corners only)													
		27th Dr (south corners only)													
		28th Ave (south corners only)	Curb Ramps	N		Y	N		N		N		N		73
		29th Dr (north corners only)													
		29th Ave (north corners only)		1			1	1		1				1	
	1	30th Ave (north corners only)		1	1	1	1	1		1				1	
		30th Dr (north corners only)		1			1	1						L	
30	Jefferson Street Bike Facility	•Remove the existing sharrow 65' east of 27 Ave.		1	1	1	1	1		1				1	
		•Extend the existing 5' bike lane from 115' west 25th Ave to be flush with 27th Ave.		1			1	1		1				1	
		 Remove existing green bike lane pavement marking 115' west of 27th Ave. 		1			1	1		1				1	
		·ladd a green bike lane pavement marking in the bike lane on the east and west leg of Jefferson St		1			1	1		1				1	
	1	at the intersection of 26th Ave		1	1	1	1	1		1				1	
		•Paint a new green bike lane pavement marking at the new west terminus of the bike lane.		1			1	1		1				1	
	1	•Add No Parking Signs on the south side of Jefferson St between 25th Ave and 520' east of 25th		1	1	1	1	1		1				1	
		Ave. In this section the on street parking is terminated and the bike lane is frequently obstructed		1			1	1		1				1	
		by parked vehicles. There are currently 5 opportunities to add the No Parking Signage at existing		1			1	1		1				1	
		nolas		1			1	1		1				1	
		25th Ave to 24th Ave		1			1	1		1				1	
		•Remove the existing sharrows (2)		1			1	1		1				1	
		 Remove the existing sharrows (2) Convert the existing 7' wide on street parking lane on the southside of the Jefferson St to a 7' 		1			1	1		1				1	
		•boliver the existing / wide on street parking rate on the southside of the selferson st to a / bike lane.	Bicycle	Y	Bike Lane	N	N	1	N	1	N		N	1	74
	1		Dicycle	1	1	14		1	1	1	14			1	
	1	Introduce bike lane and no parking signage in appropriate increments along this stretch in		1	1	1	1	1		1				1	
		accordance to City standards.		1			1	1		1				1	
	1	Paint a green bike lane pavement marking on east leg of Jefferson St at the intersection of 25th		1	1	1	1	1		1				1	
		Ave.		1			1	1		1				1	
	1	•Paint a green bike lane pavement marking on the west of leg of Jefferson St at the intersection of		1	1	1	1	1		1				1	
		24th Ave.		1			1	1		1				1	
	1	24th Ave to NB 1-17 Frontage Rd		1	1	1	1	1		1				1	
		 Add diagonal striping inside the buffer of the bike lane approaching 23rd Ave. 		1			1	1		1				1	
	1	•Add a green bike lane pavement marking at the east end of the bike lane approaching 23rd Ave.		1	1	1	1	1		1				1	
		•Add dashed cat track pavement markings through the intersection of Jefferson St and 23rd Ave.		1			1	1		1				1	
			1		1	1	1	1				1 1			
		Continue the diagonal striping within the buffer on the I-17 overpass.													
		 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. 													
		•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													

27th Ave & Jefferson Street Traffic Signal

	Proximity of prop	osed project to >=	1 documented pe	destrian/ bicycle i	njury within past 5	i years			
	>1.0	miles	0.5-1.0) miles	0.25 - 0).5 miles		<0.25 miles	7
		0	1	1		5		7	
_	Proximity of prop	osed project to >=	1 documented pe	destrian/ bicycle <u>f</u>	atality within past	5 years			
Safety Pts Max)	>1.0	miles	0.5-1.0) miles	0.25 - 0).5 miles		<0.25 miles	7
ĕt	(D	2	2		7		10	
Safe Pts	Is the project loca	ation within 0.5 mi	les of >= 5 pedestr	ian/ bicycle <u>injurie</u>	es or fatalities?				
(23	N	lo	Ye	es					3
	(D	3	3					
	Does the propos	sed project have	a positive Crash I	Reduction Factor	(CRF) assigned I	by FHWA's Crash	Modification	Factors Clearinghouse?	
	No	Yes	CRF Value*	Current C	ondition*	Proposed Co	ndition*	Crash Type*	3
	0	3							

vel	Stress Level based	d on the functional	classification of the roadway on wh	ich project is recommended		
s Lev			Arterial	Collector	Local	
r Stress ts Max)	Functional		5-6 lanes and/or	3-4 lanes and/or	1-2 lanes and/or	
Point	as file classification Highway		>40 mph and/or	>=35 mph and/or	>=25 mph and/or	5
Mp C			>10,000 ADT	>=5,000 ADT	<5,000 ADT	
Roa	Points	0	5	10	15	

	Total number of c	connections the pro-	oject creates/impr	oves between des	tinations and with	nin 1/4 mile (1/2 m	ni. for bike pro	jects) of the	e project. This	_
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	4
Pc	oints	0	1	2	3	4	5	6	7	
Se	lect all destinat	ions that are conn	ected to one anot	her by the project	(sum all points se	lected in this block	:)			
Dest	inations	Job/Transit	Food/Dining	Errands	He	ealth/ Community		Schools	Parks	6.45
Po	oints	2.15	2.15	2.15		2.15		2.15	2.15	
Pr	oximity to exist	ing or planned bus	s, BRT, or light rail	line						
		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mil	es	0
l		0			1			2		

ſ	c) ts to	Public combined on-line and in-person survey rank						
	ildu o P 1ax	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	8
	2 2 2	Points	0	5	10	15	20	

	No	Yes						0
Points	0	2						
Does the project	incorporate shade	e?						
# of Trees	<5	5-10	11-15	16-20	>20			0
Points	0	1	2	3	4			
Does the project	have utility const	raints (water, sewe	er, gas, electric, fib	er, etc.)				
Number of Const	raints			>7	7-9	4-6	0-3	3
Points				0	1	2	3	
			Ease/cos	t of maintenance				
		Low Ease	/High Cost	High Ease/	Low Cost			1
Points			0	1	L			

	Estimated total pr	oject cost (includi	ng ROW)						
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K		4
, st	Points	0	1	2	3	4	5		
Cost Pts N	Estimated cost of required ROW takes								
(10	ROW Takes	>\$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0		5
	Points	0	1	2	3	4	5		

Total Score

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

Total Score

60

56

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

Cost Deliverability/ (10 Pts Max) (10 Pts Max)	Number of Const Points Points Estimated total p Cost Points	•	Low Ease, ing ROW) \$2.5M - \$2.0M 1		>7 0 of maintenance High Ease \$1.5M - \$1.0M 3 \$250K - \$500K 3	7-9 1 /Low Cost 1 \$1.0M - \$500K 4 \$250K - \$0 4	4- 2 \$50 \$5 \$ \$ \$ \$ \$)	0-3 3	3 1 4 5 72
_	Number of Const Points Points Estimated total p Cost Cost Points Estimated cost of ROW Takes	traints project cost (includ >\$2.5M 0 f required ROW tal >\$1.0M	Low Ease, ing ROW) \$2.5M - \$2.0M 1 kes \$750K - \$1.0M	Ease/cos /High Cost 0 \$2.0M - \$1.5M 2 \$500K - \$750K	>7 0 of maintenance High Ease \$1.5M - \$1.0M 3 \$250K - \$500K	1 /Low Cost 1 \$1.0M - \$500K 4 \$250K - >\$0	2 < \$5! 5)		1
_	Number of Const Points Points Estimated total p Cost Points Estimated cost of	project cost (includ >\$2.5M 0 f required ROW tal	Low Ease, (ing ROW) \$2.5M - \$2.0M 1 kes	Ease/cos /High Cost 0 \$2.0M - \$1.5M 2	>7 0 of maintenance High Ease \$1.5M - \$1.0M 3	1 /Low Cost 1 \$1.0M - \$500K 4	2 < \$50 5	ООК		1
_	Number of Const Points Points Estimated total p Cost Points	project cost (includi >\$2.5M 0	Low Ease, ing ROW) \$2.5M - \$2.0M 1	Ease/cos /High Cost D \$2.0M - \$1.5M	>7 0 of maintenance High Ease \$1.5M - \$1.0M	1 /Low Cost 1 \$1.0M - \$500K	2	ООК		1
_	Number of Const Points Points Estimated total p Cost	project cost (includi >\$2.5M	Low Ease, (ing ROW) \$2.5M - \$2.0M	Ease/cos /High Cost D \$2.0M - \$1.5M	>7 0 of maintenance High Ease \$1.5M - \$1.0M	1 /Low Cost 1 \$1.0M - \$500K	2	ООК		1
-	Number of Const Points Points Estimated total p	traints project cost (includ	Low Ease,	Ease/cos /High Cost D	>7 0 t of maintenance High Ease	1 /Low Cost 1	2			1
Deliverability/ Constructability (10 Pts Max)	Number of Const Points Points	traints	Low Ease,	Ease/cost	>7 0 of maintenance High Ease	1 /Low Cost				
Deliverability/ Constructability (10 Pts Max)	Number of Const Points	•	Low Ease,	Ease/cost	>7 0 of maintenance High Ease	1 /Low Cost				
Deliverability/ Constructability (10 Pts Max)	Number of Const	•	· · ·	Ease/cos	>7 0 t of maintenance	1				
Deliverability/ Constructability (10 Pts Max)	Number of Const	•			>7					3
Deliverability/ Constructability (10 Pts Max)	Number of Const	•			>7					3
eliverability/ nstructability 10 Pts Max)		•		, , , , , , , , , , , , , , , , , , , ,		7-9	4-	6	0-3	3
rerability/ rructability Pts Max)										-
ıbility/ tability Max)		-	aints (water, sewe			· ·				
×≣t	Points	0	1	2	3	>20 4				0
	# of Trees	<pre>Incorporate snade <5</pre>	۶ 5-10	11-15	16-20	>20				0
	Points	0 incorporate shade	2							
		No	Yes							0
	Is the project inc	luded in or does		ng or programmed	project/DCR					-
	Points				0	5	10	15	20	
r ubur Input (20 Pts Max)	Rank				<4	4 to 8	9 to 12	13 to 16	17 to 20	12
i t ž ÷	Public combined	on-line and in-per	son survey rank							
<u> </u>		0			1			2		
Con oje		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	es	2
Connectivity Between roject and Destination (22 Pts Max)		ting or planned bu			I					
ctiv and 2 Pt	Points	2.15	2.15	2.15	<u> </u>	2.15		2.15	2.15	
SPe	Destinations	Job/Transit	Food/Dining	Errands	-				10.7	
Connectivity Between Project and Destinations (22 Pts Max)		tions that are conr		_	-	-		0	,	
we hati	Points	<3	1	2	3	12 to 14	5	6	20+	
en	Number of	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	6
	Total number of	connections the pr	oigst graates limp	ravas hatwaan da	tinations and with	hin 1/4 mile (1/2 n	ai for hiko pr	viacta) of the	project This	
	1 01113		1	•	1	.~		15		
Ro S (15	Points	0		5		.0		<3,000 AD 15	•	
Poi	classification			0 ADT	>=35 mph and/or >=5,000 ADT			≤5,000 AD<		
va) ss L ints	Functional classification	Highway		s and/or h and/or		s and/or		1-2 lanes and =25 mph an		5
Roadway User Stress Level (15 Points Max)	Functional			erial s and/or		ector		Local	d/or	
ax) – er	Stress Level base	d on the functiona								
	0	3								
	No	Yes	CRF Value*	Current C	ondition*	Proposed Co	ndition*	Cra	sh Type*	3
	Does the propo	sed project have	a positive Crash	Reduction Facto	r (CRF) assigned	by FHWA's Crash	Modificatio	n Factors Cl	earinghouse?	
2		0		3						3
Safety (23 Pts Max)		No		es	es or <u>ratainties</u> ?					3
Safety B Pts Ma		0 ation within 0.5 mi		2 vian / hisysla iniuri		8		10		
) miles		0 miles		.5 miles		<0.25 mile	es	10
ax	Proximity of prop	posed project to >=	1 documented pe	destrian/ bicycle	fatality within past	t 5 years				
ax)		0		1		5		7		
ax)		posed project to >=) miles		0 miles		.5 miles	1	<0.25 mile	es	7

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

> 76 Total Score

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

			= 1 documented pe			•				_
		miles		0 miles).5 miles		<0.25 mile	es	5
		0		1		5		7		
-			= 1 documented pe							_
Safety (23 Pts Max)		miles		0 miles).5 miles		<0.25 mile	es	2
Safety i Pts Ma		0		2		8		10		
Sai Pt			iles of >= 5 pedest		<u>es</u> or <u>fatalities</u> ?					_
(23		No		es						0
		0		3						
	Does the propo	sed project have	a positive Crash							_
	No	Yes	CRF Value*	Current C	ondition*	Proposed Co	ndition*	Cra	sh Type*	3
	0	3								
x) x										
Roadway User Stress Level (15 Points Max)			Arte	erial	<u>Colle</u>	ector		<u>Local</u>		
tsl	Functional	Lieburgu	5-6 lane	s and/or	3-4 lane	es and/or		1-2 lanes and	d/or	5
łwa ess oin	classification	<u>Highway</u>	>40 mp	h and/or	>=35 mp	oh and/or	;	=25 mph an	d/or	5
Str Str			>10,00	00 ADT	>=5,00	00 ADT		<5,000 AD	т	
8 (T	Points	0		5	1	10		15		
	Total number of	connections the n	roject creates/imp	roves hetween de	stinations and wit	thin 1/4 mile (1/2)	ni for bike pr	ojects) of th	e project This	
<u>د</u> ۲	Number of		loject creates/ imp	loves between de	stillations and wit	1111 1/4 IIIIe (1/2 I		ojects/ of th	e project. mis	
tio	Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	6
x) ina	Points	0	1	2	3	4	5	6	7	
est Ma		-	nected to one anot				-	0	/	
ts d st	Destinations	Job/Transit	Food/Dining	Errands		ealth/ Community	KJ	Schools	Parks	10.75
Connectivity Between Project and Destinations (22 Pts Max)	Points	2.15	2.15	2.15	<u></u>	2.15		2.15	2.15	10.7.
			is, BRT, or light rail			2.125		2.13	2.13	
oje Co	TTOXITITY to exis	> 0.5 Miles	is, bitt, of light rai		0.5 - 0.25 Miles			< 0.25 Mile	20	2
° ₽		0			1			2		~
		0			1			2		
(0	Public combined	on-line and in-per	ron survoy rank							
Public Input (20 Pts Max)	Rank	on-ine and in-per	Soll Survey falls		<4	4 to 8	9 to 12	13 to 16	17 to 20	12
R 2 Pul	Points				0	5	10	15 10 10	20	12
-	Points				0	5	10	15	20	
		landered to a standard a	14 - K							
	is the project incl	1	it abut an existi	ng or programmed	i project/DCK					0
	Points	No 0	Yes 2							0
~		incorporate shade								
×) iiit	# of Trees	<5	5-10	11-15	16-20	>20				0
bili tab Ma	Points	0	1	2	3	4				5
era 'uct			raints (water, sewe			+				
Deliverability/ Constructability (10 Pts Max)	Number of Const		units (mater, sewe		>7	7-9	4-	6	0-3	3
De De	Points				0	7-9 1	2		3	5
-				Fase/cost	of maintenance		2		<u> </u>	
	-		Low Face	High Cost		/Low Cost				1
	Points				-	1				-
	, onits			<i>,</i>		-				
	Ectimated tet-la	project cost (includ	ing BOW							
	Estimated total p		, ,	62 0M 64 515	61 FM 61 01 1	61 0M 6500%	, é = 1	204		4
Ŷ		>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$50			4
г Иах)			1	2	3	4	5			
ts Max)	Points	0								
Cost 0 Pts Max)	Points Estimated cost of	f required ROW ta	kes	45004 t	40504 1-11	40500 45		、		-
Cost (10 Pts Max)	Points Estimated cost of ROW Takes	f required ROW ta > \$1.0M	kes \$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$(5
Cost (10 Pts Max)	Points Estimated cost of	f required ROW ta	kes	\$500К - \$750К 2	\$250К - \$500К З	\$250K - >\$0 4	\$(5			5
Cost (10 Pts Max)	Points Estimated cost of ROW Takes	f required ROW ta > \$1.0M	kes \$750K - \$1.0M			1				5
Cost (10 Pts Max)	Points Estimated cost of ROW Takes	f required ROW ta > \$1.0M	kes \$750K - \$1.0M		3	1				5

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

> Total Score 63

31st Ave Sidewalk

	Proximity of pro	posed project to >	= 1 documented pe	destrian/ bicycle i	njury within past	5 years				
	>1.0) miles	0.5-1.0) miles	0.25 - 0).5 miles		<0.25 mile	25	7
		0		1		5		7		
_	Proximity of pro	posed project to >	= 1 documented pe	destrian/ bicycle	fatality within pas	t 5 years				
Safety (23 Pts Max)	>1.0) miles	0.5-1.0) miles	0.25 - 0).5 miles		<0.25 mile	es	8
Safety 3 Pts Ma		0		2		8		10		
Pts	Is the project loc	ation within 0.5 m	iles of >= 5 pedest	rian/ bicycle <u>injuri</u>	es or fatalities?					
(33		No	Y	es						3
-		0		3						
	Does the propo	osed project have	a positive Crash	Reduction Facto	r (CRF) assigned	by FHWA's Crash	Modificatio	n Factors Cl	earinghouse?	
	No	Yes	CRF Value*	Current C	ondition*	Proposed Co	ndition*	Cra	sh Type*	3
	0	3								
	Stress Level base	d on the function	I classification of t	he roadwav on wi	nich project is reco	ommended				
lay lay		1	Arte			ector		Local		
ts P U	Functional		5-6 lane	s and/or	3-4 lane	es and/or		1-2 lanes and	d/or	
wa int	classification	<u>Highway</u>	>40 mpl	h and/or	>=35 mp	oh and/or	>	=25 mph an	d/or	10
Roadway User Stress Level (15 Points Max)	1		>10,00			00 ADT		<5,000 AD		
(15 C	Points	0		5		10		15		
								-		
s	Total number of	connections the p	roject creates/imp	roves between des	stinations and wit	hin 1/4 mile (1/2 n	ni. for bike pro	ojects) of the	e project. This	
Connectivity Between Project and Destinations (22 Pts Max)	Number of	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	5
	Connections		5 10 5							-
ectivity Betv t and Destini (22 Pts Max)	Points	0	1	2	3	4	5	6	7	
N De T			nected to one anot				<)	Schools	Parks	12.0
ti fi	Destinations	Job/Transit	Food/Dining	Errands	He	ealth/ Community		12.9		
ct a	Points	2.15	2.15	2.15		2.15		2.15	2.15	
oni	Proximity to exis	÷ •	ıs, BRT, or light rail	line			1	< 0.25 Mile		_
Ŭ Ž	<u> </u>	> 0.5 Miles			0.5 - 0.25 Miles			1		
		0			1					
v	Public combined	on-line and in-per	son survey rank							
Input (20 Pts Max)	Rank		,,		<4	4 to 8	9 to 12	13 to 16	17 to 20	16
2 <u>5</u> 2	Points				0	5	10	15 10 10	20	
	Is the project inc	luded in or does	it abut an existir	ng or programmed	project/DCR					_
	is the project inc	No	Yes	is or programmed	project ben					0
	Points	0	2							·
. >		incorporate shade								
ity x	# of Trees	<5	5-10	11-15	16-20	>20				0
Deliverability/ Constructabilit (10 Pts Max)	Points	0	1	2	3	4				
era ruc		ő	aints (water, sewe				I			
Deliverability/ Constructability (10 Pts Max)	Number of Const		and frater, sewe		>7	7-9	4-0	5	0-3	3
ت ق ق	Points				0	1	2	-	3	
-				Fase/cost	t of maintenance	· ·			5	
			Low Fase	/High Cost		/Low Cost				1
	Points)	-	1	1			-
	I. 54165			~	1	-	1			
	Estimated total p									

_	Estimated total p	roject cost (includi	ng ROW)					
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	3
≤st	Points	0	1	2	3	4	5	
Ft C	Estimated cost of	required ROW tal	es					
(10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
Ŭ	Points	0	1	2	3	4	5	

Total Score

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

Total Score 82

31st Ave RFB

	Proximity of prop	oosed project to >=	1 documented pe	destrian/ bicycle i	njury within past	5 years			
	>1.0	miles	0.5-1.0) miles	0.25 - 0	.5 miles		<0.25 miles	7
		0	:	1		5		7	
_	Proximity of prop	oosed project to >=	1 documented pe	destrian/ bicycle f	atality within pas	t 5 years			
ax)	>1.0	miles	0.5-1.0) miles	0.25 - 0	.5 miles		<0.25 miles	8
ety M		0	1	2		8		10	
Safety Pts Max)	Is the project loca	ation within 0.5 mi	les of >= 5 pedestr	ian/ bicycle <u>injuri</u>	es or <u>fatalities</u> ?				
(23	1	No	Ye	es					3
•		0	1	3					
	Does the propo	sed project have	a positive Crash	Reduction Factor	r (CRF) assigned	by FHWA's Crash	Modification	Factors Clearinghouse?	
	No	Yes	CRF Value*	Current C	ondition*	Proposed Cor	ndition*	Crash Type*	3
	0	3							

<u>ب</u>	(×	Stress Level base	d on the functiona	l classification of the roadway on wh	nich project is recommended		
Jse .	A a			Arterial	Collector	Local	
۲ ا	tsI	Functional	Highway	5-6 lanes and/or	3-4 lanes and/or	1-2 lanes and/or	10
Ň	oin	classification	<u>Highway</u>	>40 mph and/or	>=35 mph and/or	>=25 mph and/or	10
oac	2 tr			>10,000 ADT	>=5,000 ADT	<5,000 ADT	
æ		Points	0	5	10	15	

10	Total number of o	connections the pr	oject creates/imp	roves between des	tinations and with	nin 1/4 mile (1/2 n	ni. for bike pro	ojects) of the	e project. This	
ween	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	5
ttin ax)	Points	0	1	2	3	4	5	6	7	
A Des	Select all destinat	tions that are conn	ected to one anot	her by the project	(sum all points se	lected in this block	<)			
Preizi	Destinations	Job/Transit	Food/Dining	Errands	He	alth/ Community		Schools	Parks	6.45
ect t ai (22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
	Proximity to exist	ting or planned bu	s, BRT, or light rail	line						
S 2		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	es	1
-		0			1			2		

<u>.</u>		Public combined on-line and in-person survey rank						
l q n	andr O P	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	12
١d	2 0 2	Points	0	5	10	15	20	

Is the projec	included in or does	it abut an existi	ng or programmed	l project/DCR				
	No	Yes						0
Points	0	2						
A till Does the pro # of Trees Points Does the pro	ject incorporate shad	e?						
X # of Trees	<5	5-10	11-15	16-20	>20			0
Points	0	1	2	3	4			
Does the pro	ject have utility const	raints (water, sewe	er, gas, electric, fib	er, etc.)				
Sec Classifier of Classifier o	onstraints			>7	7-9	4-6	0-3	3
0 Points				0	1	2	3	
			Ease/cos	t of maintenance				
		Low Ease	/High Cost	High Ease/	Low Cost			1
Points			0	1				

	Estimated total p	roject cost (includi	ng ROW)					
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	5
≤ st	Points	0	1	2	3	4	5	
Bt C	Estimated cost of	required ROW tal	(es					
(10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
	Points	0	1	2	3	4	5	

Total Score

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

Total Score 73

31st Ave Crosswalks

		D miles	= 1 documented pe 0.5-1.0			0.5 miles		<0.25 miles	7
		0	1	1		5		7	
	Proximity of pro	posed project to >	= 1 documented pe	destrian/ bicycle f	atality within pa	st 5 years			
ax)	>1.0	0 miles	0.5-1.0) miles	0.25 -	0.5 miles		<0.25 miles	8
Σđ		0	2	2		8		10	
Safety t Pts Max)	Is the project loo	ation within 0.5 n	niles of >= 5 pedestr	ian/ bicycle <u>injurie</u>	es or fatalities?				
[3]		No	Ye	es					3
•		0	3	3					
	Does the prope	osed project have	e a positive Crash	Reduction Factor	· (CRF) assigned	l by FHWA's Crash	Modification	Factors Clearinghouse?	
	No	Yes	CRF Value*	Current Co	ondition*	Proposed Co	ndition*	Crash Type*	3
	0	3							

5 X	Stress Level base	d on the functiona	I classification of the roadway on wh	hich project is recommended			
Vel Ma			Arterial	Collector	Local		
ay I Le	Functional	Highway	5-6 lanes and/or	3-4 lanes and/or	1-2 lanes and/or	10	
lwa ess oin	classification	<u>Highway</u>	>40 mph and/or	>=35 mph and/or	>=25 mph and/or	10	
Str 5 P			>10,000 ADT	>=5,000 ADT	<5,000 ADT		
я <u>т</u>	Points	0	5	10	15		

10	Total number of o	connections the pr	oject creates/impi	roves between des	tinations and with	hin 1/4 mile (1/2 n	ni. for bike pro	ojects) of the	e project. This	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	5
	Points	0	1	2	3	4	5	6	7	
B S S S	Select all destinat	tions that are conn	ected to one anot	her by the project	(sum all points se	lected in this block	c)			
Preizi	Destinations	Job/Transit	Food/Dining	Errands	He	alth/ Community		Schools	Parks	6.45
t ai (22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
jec	Proximity to exist	ting or planned bu	s, BRT, or light rail	line						
S		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	es	1
		0			1			2		

		Public combined on-line and in-person survey rank						
4		Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	12
ā	2 2 0 2	Points	0	5	10	15	20	

Is the projec	included in or does	it abut an existi	ng or programmed	l project/DCR				
	No	Yes						0
Points	0	2						
A till Does the pro # of Trees Points Does the pro	ject incorporate shad	e?						
X # of Trees	<5	5-10	11-15	16-20	>20			0
Points	0	1	2	3	4			
Does the pro	ject have utility const	raints (water, sewe	er, gas, electric, fib	er, etc.)				
Sec Classifier of Classifier o	onstraints			>7	7-9	4-6	0-3	3
0 Points				0	1	2	3	
			Ease/cos	t of maintenance				
		Low Ease	/High Cost	High Ease/	Low Cost			1
Points			0	1				

	Estimated total p	roject cost (includi	ng ROW)					
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	5
≤ st	Points	0	1	2	3	4	5	
Bts C	Estimated cost of	required ROW tal	kes					
(10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
	Points	0	1	2	3	4	5	

Total Score

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

Total Score 73

Roosevelt St Crosswalks

		posed project to >=				•		×0.25 ····'		-
		miles		0 miles		.5 miles		<0.25 mile	5	7
		0		1		5		7		
-		posed project to >=								
lax 1		miles		0 miles		.5 miles		<0.25 mile	S	2
ety s R		0		2		8		10		
Safety (23 Pts Max)		ation within 0.5 mi	les of >= 5 pedest	rian/ bicycle <u>injuri</u>	es or fatalities?					
(23	1	No	Y	es						0
		0		3						
	Does the propo	sed project have	a positive Crash	Reduction Facto	r (CRF) assigned	by FHWA's Crash	Modification	n Factors Cl	earinghouse?	
	No	Yes	CRF Value*	Current C	ondition*	Proposed Co	ndition*	Cra	sh Type*	3
	0	3								
	Stress Level hase	d on the functiona	l classification of t	he roadway on wh	hich project is reco	mmended				
el lax	Stress Level base			erial		ector	1	Local		
S S S	Functional			s and/or		s and/or		1-2 lanes and	lor	
vay int:	classification	Highway								10
toadway Use Stress Level L5 Points Ma	classification			h and/or		h and/or	>	=25 mph and		
Roadway User Stress Level (15 Points Max)				DO ADT		DO ADT		<5,000 AD	1	
- 0	Points	0		5	1	.0		15		
	Total number of	connections the pr	oject creates/imp	roves between de	tinations and wit	hin 1/4 mile (1/2 n	ni for hike pro	viects) of the	project This	
u su	Number of		oject creates/imp	loves between des		1/ 1 / 1 / 1/ 2 1	in tor bike pro	jeets, or the	projecti rilis	
tio	Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	3
x) in w		2		-	-			6	-	
Connectivity Between Project and Destinations (22 Pts Max)	Points	0	1	2	3 (aura all nainte an	4	5	6	7	
ts D t		tions that are conn		1 1 1			()			
2 P d	Destinations	Job/Transit	Food/Dining	Errands	He	alth/ Community			Parks	8.6
(5, g	Points	2.15	2.15	2.15		2.15		2.15	2.15	
on	Proximity to exis	ting or planned bu	s, BRT, or light rail	line						•
ΟĔ	L	> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	S	2
		0			1			2		
;; ts ti	Public combined	on-line and in-per	son survey rank							
ublic nput 0 Pts 1ax)	Public combined Rank	on-line and in-per	son survey rank		<4	4 to 8	9 to 12	13 to 16	17 to 20	12
Public Input (20 Pts Max)		on-line and in-per-	son survey rank		<4 0	4 to 8 5	9 to 12 10	13 to 16 15	17 to 20 20	12
Public Input (20 Pts Max)	Rank	on-line and in-per-	son survey rank							12
Public Input (20 Pts Max)	Rank Points		· · · · · · · · · · · · · · · · · · ·	ne or programmed	0					12
Public Input (20 Pts Max)	Rank Points	uded in or does	it abut an existin	ng or programmed	0					
Public Input (20 Pts Max)	Rank Points Is the project inc	luded in or does	it abut an existi r Yes	ng or programmed	0					12
	Rank Points Is the project inc Points	luded in or does No 0	it abut an existin Yes 2	ng or programmed	0					
	Rank Points Is the project inc Points Does the project	luded in or does No O incorporate shade	it abut an existin Yes 2		0 project/DCR	5				0
	Rank Points Is the project inco Points Does the project # of Trees	luded in or does No 0 incorporate shade <5	it abut an existin Yes 2 ? 5-10	11-15	0 project/DCR 16-20	5				
	Rank Points Is the project inco Points Does the project # of Trees Points	luded in or does No 0 incorporate shade <5 0	it abut an existin Yes 2 ? 5-10 1	<u>11-15</u> 2	0 project/DCR 16-20 3	5				0
	Rank Points Points Does the project # of Trees Points Does the project	Iuded in or does No incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1	<u>11-15</u> 2	0 project/DCR 16-20 3 er, etc.)	5 >20 4	10	15	20	0
	Rank Points Points Does the project # of Trees Points Does the project Number of Const	Iuded in or does No incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1	<u>11-15</u> 2	0 project/DCR 16-20 3 er, etc.) >7	5 >20 4 7-9	10	5	20 	0
	Rank Points Points Does the project # of Trees Points Does the project	Iuded in or does No incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1	11-15 2 r, gas, electric, fib	0 project/DCR 16-20 3 er, etc.) >7 0	5 >20 4	10	5	20	0
	Rank Points Points Does the project # of Trees Points Does the project Number of Const	Iuded in or does No incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 project/DCR 16-20 3 er, etc.) >7 0 c of maintenance	5 >20 4 7-9 1	10	5	20 	0 0 3
	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points	Iuded in or does No incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	5	20 	0
	Rank Points Points Does the project # of Trees Points Does the project Number of Const	Iuded in or does No incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1	10	5	20 	0 0 3
	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points	Iuded in or does No incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	5	20 	0 0 3
Deliverability/ Constructability (10 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Points Points Points	Iuded in or does No incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	11-15 2 r, gas, electric, fib Ease/cost	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	5	20 	0 0 3
Deliverability/ Constructability (10 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p	luded in or does No 0 incorporate shade <5 0 have utility constri- rraints	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-6 2	5	20 	0 0 3
Deliverability/ Constructability (10 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost	luded in or does No 0 incorporate shade <5 0 have utility constr. rraints project cost (includi >\$2.5M	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, 0 () ng ROW) \$2.5M - \$2.0M	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-6 2 <\$50	15 5 DOK	20 	0 0 3 1
Deliverability/ Constructability (10 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points	Iuded in or does No 0 incorporate shade <5 0 have utility constru- rraints project cost (includi >\$2.5M 0	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, C ung ROW) \$2.5M - \$2.0M 1	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-6 2	15 5 DOK	20 	0 0 3 1
Deliverability/ Constructability (10 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points Estimated cost of	Iuded in or does No 0 incorporate shade <5 0 have utility constr rraints project cost (includi >\$2.5M 0 f required ROW tal	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, C ung ROW) \$2.5M - \$2.0M 1 ces	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M 2	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M 3	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K 4	10 4-6 2 < \$55 5	15 5 ЭОК	20 	0 0 3 1 5
Deliverability/ Constructability (10 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points	Iuded in or does No 0 incorporate shade <5 0 have utility constru- rraints project cost (includi >\$2.5M 0	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, C ung ROW) \$2.5M - \$2.0M 1	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-6 2 <\$50	15 5 00K	20 	0 0 3 1

Total Score

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

Total Score 66

33rd Ave Sidewalk

Proximity of proposed project to >= 1 accumented pedestrian/ bicycle fugury within past 5 years 7 Proximity of proposed project to >= 1 accumented pedestrian/ bicycle fugury within past 5 years Colspan="2">2 Proximity of proposed project to >= 1 accumented pedestrian/ bicycle fugury within past 5 years Colspan="2">2 Proximity of proposed project to >= 1 accumented pedestrian/ bicycle fugury within past 5 years Colspan="2">2 Colspan="2" Colspan="2">2 Colspan="2"		Provimity of pro	nosed project to >:	= 1 documented ne	destrian/ hicycle i	niury within nast	5 vears				
No 1 5 7 Yes 20 miles 0.51.0 miles 0.25-0.5 miles 2.2 miles 2 10 2 8 10 <							•		<0.25 mile	is.	7
Posimily of proposed project to >>1 documented pedestrian/ bicycle jaulity within past 5 years 2 No 2 Set option 0 2 No 2 No 2 No Yes 0 Des the project chave a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse? No Yes 0 No Yes Cresh the project chave a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse? No Yes 0 Stress Level based on the functional classification of the roadway on which project is recommended Local Functional Stress Level based on the functional classification of the roadway on which project is recommended Colspan="2">Colspan="2">Colspan= 2 Stress Level based on the functional classification of the roadway on which project is recommended Stress Level based on the functional classification of the roadway on which project is recommended Colspan= 2											-
Age All miles 0.25.10 miles 0.25.05 miles 40.25 miles 20.25 miles <th< td=""><td></td><td>Proximity of pro</td><td>posed project to ></td><td>= 1 documented pe</td><td>- destrian/ bicycle f</td><td></td><td>-</td><td></td><td>-</td><td></td><td></td></th<>		Proximity of pro	posed project to >	= 1 documented pe	- destrian/ bicycle f		-		-		
Image: construction of the proposed project have a positive Crash Reduction Factors (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse? 3 No Yes CRF Value* Current Condition* Proposed Condition* Crash Type* 3 Stress Level based on the functional classification of the roadway on which projects is recommended Image: Condition* Local 1/2 lanes and/or 1/2 l	(xe						•		<0.25 mile	s	2
0 0 3 0 9	Ž Š		0		2		8		10		
Does the proposed project have a positive Crash Reduction Factors (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse? No Yes CRF Value* Current Condition* Proposed Condition* Crash Type* 3 3 0 3 0 0 3 0 0 1 3 1	Pts Bafe	Is the project loc	ation within 0.5 m	iles of >= 5 pedest	rian/ bicycle <u>injuri</u>	es or fatalities?					
Image: construction of the proposed project have a positive Crash Reduction Factors (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse? 3 No Yes CRF Value* Current Condition* Proposed Condition* Crash Type* 3 Stress Level based on the functional classification of the roadway on which projects is recommended Image: Condition* Local 1/2 lanes and/or 1/2 l	53		No	Y	es						0
No Yes CRF Value* Current Condition* Proposed Condition* Crash Type* 3 Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the functional classification of the roadway on which project is recommended Image: Stress Level based on the roadway on which project is recommunity Image: St											
0 3 1		Does the propo	sed project have	a positive Crash					n Factors Cl	earinghouse?	
Stress Level based on the functional classification of the roadway on which project is recommended Stress Level based on the functional classification of the roadway on which project is recommended Functional classification Highway 5-6 lanes and/or 3-4 lanes and/or 3-4 lanes and/or 3-2 lanes and/or 3-2 some and/or >>25 mph and/or >>20 mp		No	Yes	CRF Value*	Current C	ondition*	Proposed Co	ondition*	Cra	sh Type*	3
Base of the set of the project for the		0	3								
Arterial Collector Local Functional classification Highway Se6 lanes and/or >40 mph and/or >10,000 ADT 3-4 lanes and/or >-335 mph and/or >-25,000 ADT 1-2 lanes and/or 1-2 lanes and/or >-25,000 ADT 1-2 lanes and/or 1-2 lanes and/or 7 1-2 lanes and/or 1-2 lanes and/or 1-2 lanes and/or 1-2 lanes and/or 1-2 lanes											
Sector 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	r Ó	Stress Level base	d on the functiona	I classification of t	he roadway on wh	nich project is reco	ommended				
Sector 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	Jse vel Mai			Arte	erial	Collector			Local		
Sector 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 Total number of connections Connections <thconnections< th=""> Connections</thconnections<>	ay I Lei Its I	Functional	Highway	5-6 lane	s and/or	3-4 lane	s and/or		1-2 lanes and	l/or	15
Image: second	dwa ess oin	classification	nignway	>40 mp	h and/or	>=35 mp	h and/or	>	=25 mph and	d/or	15
Sector 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 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 Total number of connections Total number of conne numer of connections	oac Str			>10,00	DO ADT	>=5,00	00 ADT		<5,000 AD	Т	
Number of Connections <3 3 to 5 6 to 8 9 to 11 12 to 14 15 to 17 18 to 19 20+ 7 Points 0 1 2 3 4 5 6 7 7 Points 0 1 2 3 4 5 6 7 7 Points 0 1 2 3 4 5 6 7 7 Points 0 1 2 3 4 5 6 7 7 Points 2.15	R (1	Points	0		5	1	.0		15		
Image: second	weer natio		<3	3 to 5			12 to 14	15 to 17	18 to 19	-	7
Image: book of the project included in or does it abut an existing or programmed project/DCR Image: book of the project included in or does it abut an existing or programmed project/DCR Image: book of the project included in or does it abut an existing or programmed project/DCR Image: book of the project included in or does it abut an existing or programmed project/DCR Image: book of the project incorporate shade? Image: book of the project incorporate shade? Image: book of the project incorporate shade? Image: book of the project have utility constraints (water, sewer, gas, electric, fiber, etc.) Image: book of the project have utility constraints (water, sewer, gas, electric, fiber, etc.) Image: book of the project have utility constraints (water, sewer, gas, electric, fiber, etc.) Image: book of the project have utility constraints (water, sewer, gas, electric, fiber, etc.) Image: book of the project have utility constraints (water, sewer, gas, electric, fiber, etc.) Image: book of the project have utility constraints (water, sewer, gas, electric, fiber, etc.) Image: book of the project have utility constraints (water, sewer, gas, electric, fiber, etc.) Image: book of the project have utility constraints (water, sewer, gas, electric, fiber, etc.) Image: book of the project have utility constraints (water, sewer, gas, electric, fiber, etc.) Image: book of the project have utility constraints (water, sewer, gas, electric, fiber, etc.) Image: book of the project have utility constraints (water, sewer, gas, electric, fiber, etc.) Image: book of the project have utility constraints (water, sewer, gas, electric, fiber, etc.) Image: book of the project	:we nati		-							-	
Image: star bit in the project included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project/DCR Image: star bit included in or does it abut an existing or programmed project included in or does it abut	Be esti Ma)		÷			-		-	6	/	
Image: second	ts D Ity							K)	Schools	Parks	12 9
Image: second	22 F	-				<u></u>					12.5
Image: second	ect (2										
Image: second	Q CO		<u> </u>	, , ,		0.5 - 0.25 Miles			< 0.25 Mile	2	
Rank	<u>م</u>		0			1			2		
Rank					•						
Is the project included in or does it abut an existing or programmed project/DCR 0 3 10 13 20 Points 0 Yes 0	C L L C	Public combined	on-line and in-per	son survey rank							
Is the project included in or does it abut an existing or programmed project/DCR 0 3 10 13 20 Points 0 2 0	ildi 1 ndi 1 ax	Rank				<4	4 to 8	9 to 12	13 to 16	17 to 20	16
No Yes O	2 2 2 2	Points				0	5	10	15	20	
No Yes O											
Points 0 2 Does the project incorporate shade? # of Trees <5		Is the project inc	luded in or does	it abut an existi	ng or programmed	project/DCR					
Does the project incorporate shade? # of Trees <5 5-10 11-15 16-20 >20 0 0 1 2 3 4 0 1 2 3 4 0 1 2 3 4 0 1 2 3 4 0 1 2 3 4 0 1 2 3 4 0 1 2 3 4 0 1 <th1< th=""> 1</th1<>			No	Yes							0
# of Trees <5 5-10 11-15 16-20 >20 0 0 1 2 3 4 0 1 2 3 4 0 1 2 3 4 0 1 2 3 4 0 1 2 3 4 0 1 2 3 4 0 1 2 3 4 0 1 2 3 4 0 1 2 3 4 0 1 2 3 <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>			-								
Ease/cost of maintenance) If A		- ·		I		I	1			
Ease/cost of maintenance											0
Ease/cost of maintenance	ab Ja		-		=	-	4				
Ease/cost of maintenance	rabili uctab ts Ma		have utility constr	Does the project have utility constraints (water, sewer, gas, electric, hibr, etc.)							-
Ease/cost of maintenance	iverabili structab D Pts Ma										
	Deliverabili Constructab (10 Pts Ma	Number of Cons									3
	Deliverabili Constructab (10 Pts Ma	Number of Cons			Facelered	0					3
Points 0 1	Deliverabili Constructab (10 Pts Ma	Number of Cons		Low Face		0 of maintenance	1				

	Estimated total p	roject cost (includi	ing ROW)					
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	3
Sst	Points	0	1	2	3	4	5	
Pts Co	Estimated cost of	required ROW tal	kes (
(10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
	Points	0	1	2	3	4	5	

Total Score

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

> Total Score 81

Roosevelt St Bike Facility

		posed project to >=								
		miles		0 miles).5 miles		<0.25 mil	es	7
		0		1		5		7		
÷		posed project to >=						-0.25 mil		-
Aa)		miles		0 miles 2).5 miles		<0.25 mil	es	2
Safety Pts Ma		0 ation within 0.5 m		-		8		10		
Safety (23 Pts Max)		No		es	es or <u>ratailties</u> ?					0
(5		0		3	-					U
		-		-	r (CPE) accigned	by FHWA's Crash	Modificatio	n Eactors (loaringhouso?	
	No	Yes	CRF Value*		Condition*	Proposed Co			ash Type*	3
	0	3		current c	onation	11000360.60	mannon	CIE	asir rype	5
	0	5								
ax) e	Stress Level base	d on the functiona								
S S S				erial		ector		Local		
ay s Le nts	Functional	Highway		s and/or		es and/or		1-2 lanes an	-	7.5
toadway Use Stress Level L5 Points Ma	classification			h and/or		oh and/or	>	=25 mph ar		
Roadway User Stress Level (15 Points Max)		<u> </u>		00 ADT		00 ADT		<5,000 AE	וע	
- 3	Points	0		5	1	10		15		
Connectivity Between Project and Destinations (22 Pts Max)	Number of Connections	<3	3 to 5	6 to 8	9 to 11	hin 1/4 mile (1/2 n 12 to 14	15 to 17	18 to 19	20+	7
Bet stir 1ax	Points	0	1	2	3	4	5	6	7	
ectivity Betw t and Destini (22 Pts Max)		T	1		-	lected in this block	<)	T		
tivi and 2 Pf	Destinations	Job/Transit	Food/Dining	Errands	<u>He</u>	ealth/ Community		<u>Schools</u>	Parks	12.9
S ct a	Points Provimity to ovic	2.15 ting or planned bu	2.15	2.15		2.15		2.15	2.15	
oje	FIOAIIIIty to exis	> 0.5 Miles	is, DKT, OF light rai		0.5 - 0.25 Miles		[< 0.25 Mil	<u>م</u> د	2
- <u>-</u>		0			1			2		-
	Public combined	on-line and in-per	son survey rank							
nuur Input (20 Pts Max)	Rank	on the and in per	son survey runk		<4	4 to 8	9 to 12	13 to 16	17 to 20	12
2 <u>5</u> 2 2	Points				0	5	10	15 10 10	20	
					0	5	10	10	20	
	Is the project incl	luded in or does	it abut an existin	ng or programmer	project/DCR					
	is the project file	No	Yes		. p. oject, ben					0
	Points	0	2	1						
~ 2		incorporate shade								
Deliverability/ Constructabilit [.] (10 Pts Max)	# of Trees	<5	5-10	11-15	16-20	>20				0
abi cta	Points	0	1	2	3	4				
Deliverability/ Constructability (10 Pts Max)		have utility constr	aints (water, sewe	er, gas, electric, fib	er, etc.)					
ons (10	Number of Const	raints			>7	7-9	4-		0-3	3
ŬŬ	Points				0	1	2		3	
					t of maintenance		1			
	-			/High Cost	-	/Low Cost				1
	Points			0		1				
-		project cost (includ			1					
Jax	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$5		4	4
Cost (10 Pts Max)	Points	0	1	2	3	4	5			
0 Ft		f required ROW ta	1	+		40-01: 1-				_
(1(ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$(J	4	5
	Points	0	1	2	3	4	5		1	

Total Score

Points

0

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

5

4

Total Score 70

Roosevelt St & 33rd Ave Improvement

Safety (23 Pts Max)	>1.0 Proximity of prop					•	1			
:y Max)			0.5-1.	0 miles	0.25 - 0).5 miles		<0.25 miles		7
:y Max)	Proximity of prop	0		1		5	1	7		
ч Иах)		osed project to >=	= 1 documented pe	edestrian/ bicycle	fatality within pas	t 5 years	•			
2.2	>1.0	miles	0.5-1.	0 miles	0.25 - 0).5 miles		<0.25 miles		2
e .	(0		2		8		10		
Safety Pts Ma	Is the project loca	tion within 0.5 mi	iles of >= 5 pedest	rian/ bicycle <u>injuri</u>	<u>es</u> or <u>fatalities</u> ?					
(23	N	0	Y	es						0
-		0		3						
	Does the propos	ed project have	a positive Crash	Reduction Facto	r (CRF) assigned	by FHWA's Crash	Modification	n Factors Cle	aringhouse?	
	No	Yes	CRF Value*	Current C	Condition*	Proposed Co	ondition*	Cras	h Type*	3
		3								
r 0	0 Stress Level based	-	l classification of t	he roadway on wi	hich project is reco	ommended				
er ax)		-	r				1			
r User evel s Max)	Stress Level based	-	Art	erial	Coll	ector		Local	(or	
vay User ss Level ints Max)	Stress Level based		Art 5-6 lane	erial s and/or	<u>Coll</u> 3-4 lane	<u>ector</u> es and/or		1-2 lanes and/		12.5
adway User :ress Level Points Max)	Stress Level based	d on the functiona	<u>Art</u> 5-6 lane >40 mp	erial es and/or h and/or	<u>Coll</u> 3-4 lane >=35 mp	<u>ector</u> es and/or oh and/or		1-2 lanes and/ =25 mph and,	/or	12.5
Roadway User Stress Level (15 Points Max)	Stress Level based	d on the functiona	<u>Art</u> 5-6 lane >40 mp >10,0	erial s and/or	<u>Coll</u> 3-4 lane >=35 mµ >=5,0	<u>ector</u> es and/or		1-2 lanes and/	/or	12.5

	Connections	<5	5 10 5	0108	91011	12 10 14	15 (0 17	18 (0 19	20+	-
	Points	0	1	2	3	4	5	6	7	
S Des	Select all destinat	tions that are conn	ected to one anot	her by the project	(sum all points se	lected in this block	:)			
P a livit	Destinations	Job/Transit	Food/Dining	Errands	He	alth/ Community		Schools	Parks	8.6
iect (22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
	Proximity to exist	ting or planned bu	s, BRT, or light rail	line						
S 2		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	es	2
-		0			1			2		

ts ric	3	Public combined on-line and in-person survey rank						
	la la	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	8
2 - 2	<u> </u>	Points	0	5	10	15	20	

	Is the project incl	uded in or does	it abut an existir	ng or programmed	l project/DCR				
		No	Yes						0
	Points	0	2						
<u></u> , ≩ _	Does the project	incorporate shade	?						
erability/ uctability ts Max)	# of Trees	<5	5-10	11-15	16-20	>20			0
S C Tailing	Points	0	1	2	3	4			
vera Pts	Does the project	have utility constru	aints (water, sewe	r, gas, electric, fib	er, etc.)				
Delive Constru (10 Pi	Number of Const	raints			>7	7-9	4-6	0-3	3
<u>∩ 8</u> ⊂	Points				0	1	2	3	
				Ease/cost	t of maintenance				
			Low Ease,	/High Cost	High Ease	/Low Cost			1
	Points		(0		1	1		

	Estimated total p	roject cost (includi	ng ROW)					
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	5
≤ st	Points	0	1	2	3	4	5	
Br C	Estimated cost of	required ROW tal	(es					
(10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
	Points	0	1	2	3	4	5	

Total Score

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

Total Score 65

Carl Hayden High School CRFB

	Proximity of pro							.0.25		-
	>1.0) miles) miles		1.5 miles 5		<0.25 mile 7	25	7
	Provimity of pro	•	= 1 documented pe	1		-		/		-
x) miles) miles		.5 miles	[<0.25 mile	26	2
Ğa		0		2		8		10		-
Safety (23 Pts Max)	Is the project loc		iles of >= 5 pedest	_		5		10		
23 I S		No	Y							0
3		0		3						-
	Does the propo	sed project have	a positive Crash	Reduction Facto	r (CRF) assigned	by FHWA's Crash	Modificatio	n Factors Cl	earinghouse?	
	No	Yes	CRF Value*	Current C	Condition*	Proposed Co	ndition*	Cra	sh Type*	3
	0	3								
L 0	Stress Level base	d on the function	al classification of t	he roadway on wi	nich project is reco	mmended				
vel Va			T	erial		ector		Local		
ts r	Functional	1 Calerrary	5-6 lane	s and/or	3-4 lane	s and/or		1-2 lanes and	d/or	10
lwa ess oin	classification	<u>Highway</u>	>40 mpl	n and/or	>=35 mp	h and/or	>	=25 mph an	d/or	10
Roadway User Stress Level (15 Points Max)			>10,00	0 ADT	>=5,00	DO ADT		<5,000 AD	т	
а <u>-</u>	Points	0		5	1	.0		15		
	Total number of	connections the n	roject creates/imp	rovos hotwoon do	stinations and with	hin 1/4 milo (1/2 n	ai for hiko pr	piacts) of the	project This	
u Si	Number of		l oject creates/imp	oves between des		1111 1/4 IIIIe (1/2 II	II. IOI DIKE PI	Jecis) of the	project. This	
/eei	Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	5
etv ax)	Points	0	1	2	3	4	5	6	7	
A B S	Select all destina	tions that are con	nected to one anot	her by the project	(sum all points se	lected in this block			-	
Connectivity Between Project and Destinations (22 Pts Max)	Destinations	Job/Transit	Food/Dining	Errands	He	alth/ Community		Schools	Parks	6.45
t ai (22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
jec	Proximity to exis		us, BRT, or light rail	line			-			
a 5		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	es	2
		0			1			2		
x	Public combined	on-line and in-pe	rson survey rank							
Input (20 Pts Max)	Rank		son survey raim		<4	4 to 8	9 to 12	13 to 16	17 to 20	12
	Points				0	5	10	15	20	
≤ <u></u>										
: <u>-</u> 2										_
5 <u>5</u> 2	Is the project inc	luded in or does	it abut an existin	ng or programmed	l project/DCR					
		No	Yes	ng or programmed	l project/DCR					0
	Points	No 0	Yes 2	ng or programmed	l project/DCR					0
	Points Does the project	No 0 incorporate shade	Yes 2							
	Points Does the project # of Trees	No 0 incorporate shade <5	Yes 2 ? 5-10	11-15	16-20	>20				0
	Points Does the project # of Trees Points	No 0 incorporate shade <5 0	Yes 2 ? 5-10 1	11-15 2	16-20 3	>20 4				
	Points Does the project # of Trees Points Does the project	No 0 incorporate shade <5 0 have utility constr	Yes 2 ? 5-10	11-15 2	16-20 3 er, etc.)	4		6	0.2	0
	Points Does the project # of Trees Points Does the project Number of Cons	No 0 incorporate shade <5 0 have utility constr	Yes 2 ? 5-10 1	11-15 2	16-20 3 er, etc.) >7	4	4-1		0-3	
. >	Points Does the project # of Trees Points Does the project	No 0 incorporate shade <5 0 have utility constr	Yes 2 ? 5-10 1	11-15 2 r, gas, electric, fib	16-20 3 er, etc.) >7 0	4	4-1		0-3 3	0
	Points Does the project # of Trees Points Does the project Number of Cons	No 0 incorporate shade <5 0 have utility constr	Yes 2 ?? 5-10 1 raints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	16-20 3 er, etc.) >7 0 t of maintenance	4 7-9 1				0
	Points Does the project # of Trees Points Does the project Number of Cons	No 0 incorporate shade <5 0 have utility constr	Yes 2 ?? 5-10 1 raints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	16-20 3 er, etc.) >7 0 t of maintenance High Ease	4				0
	Points Does the project # of Trees Points Does the project Number of Cons Points	No 0 incorporate shade <5 0 have utility constr	Yes 2 ?? 5-10 1 raints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	16-20 3 er, etc.) >7 0 t of maintenance High Ease	4 7-9 1 /Low Cost				0
	Points Does the project # of Trees Points Does the project Number of Cons Points Points Points Points	No 0 incorporate shade <5 0 have utility constr	Yes 2 5-10 1 raints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	16-20 3 er, etc.) >7 0 t of maintenance High Ease	4 7-9 1 /Low Cost				0

	Estimated total p	oject cost (includi	ng ROW)					
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	5
≤ st	Points	0	1	2	3	4	5	
Pts Co	Estimated cost of	required ROW tal	es					
(10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
•	Points	0	1	2	3	4	5	

Total Score

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

Total Score 65

Roosevelt St & 29th Ave Improvement

-	Proximity of prop	osed project to >=	1 documented pe	destillarity bicycle	injury within past	5 years				
	>1.0	miles	0.5-1.0) miles	0.25 - 0).5 miles		<0.25 mil	es	7
	•	0		1		5		7		
	Proximity of prop	osed project to >=	1 documented pe	destrian/ bicycle	fatality within pas					
ax]	>1.0	miles	0.5-1.0) miles	0.25 - 0).5 miles		<0.25 mil	es	2
ĕty	()		2		8		10		
Safety (23 Pts Max)	Is the project loca	tion within 0.5 mi	iles of >= 5 pedestr	ian/ bicycle <u>injuri</u>	es or fatalities?					
(23	N	0	Ye	es						0
	,	0	-	3						
1	Does the propos	ed project have	a positive Crash		or (CRF) assigned	-		n Factors C	learinghouse?	
	No	Yes	CRF Value*	Current C	Condition*	Proposed Co	ondition*	Cra	ash Type*	3
	0	3								
- -	Stress Level based	d on the functiona	l classification of t	he roadway on w	hich project is reco	ommended				
Roadway User Stress Level (15 Points Max)			Arte	erial	Coll	ector		Local		
l y l Lev ts ľ	Functional	Llighter	5-6 lane	s and/or	3-4 lane	s and/or		1-2 lanes an	d/or	10
lwa ess oin	classification	<u>Highway</u>	>40 mpł	n and/or	>=35 mp	h and/or	:	>=25 mph an	nd/or	10
oac Stre			>10,00	0 ADT	>=5,00	DO ADT		<5,000 AD	от	
2 . E	Points	0		5	1	.0		15		
en	Number of	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	4
u su	1				stinations and wit			1	1	
wee	Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	
stir stir	Points	0	1	2	•					4
s Ne	Select all destinat				3	4	5	6	7	4
		tions that are coni	nected to one anot	her by the project	3 t (sum all points se	-	-	6	7	
. Pt	Destinations	Job/Transit	ected to one anot Food/Dining	<u>Errands</u>	t (sum all points se	lected in this block alth/ Community	-	6 Schools	Parks	
nectivity Betv ct and Destin (22 Pts Max)	Points	Job/Transit 2.15	Food/Dining 2.15	Errands 2.15	t (sum all points se	lected in this block	-	1	1	
onnectivi ject and (22 Pt	Points	Job/Transit 2.15 ting or planned bu	Food/Dining	Errands 2.15	t (sum all points se <u>He</u>	lected in this block alth/ Community	-	Schools 2.15	Parks 2.15	6.45
Connectivity Between Project and Destinations (22 Pts Max)	Points	Job/Transit 2.15 ting or planned bu > 0.5 Miles	Food/Dining 2.15	Errands 2.15	t (sum all points se <u>He</u> 0.5 - 0.25 Miles	lected in this block alth/ Community	-	Schools 2.15 < 0.25 Mil	Parks 2.15	
Connectivi Project and (22 Pt	Points	Job/Transit 2.15 ting or planned bu	Food/Dining 2.15	Errands 2.15	t (sum all points se <u>He</u>	lected in this block alth/ Community	-	Schools 2.15	Parks 2.15	6.45
Connectivi Project and (22 Pt	Points	Job/Transit 2.15 ting or planned bu > 0.5 Miles	Food/Dining 2.15	Errands 2.15	t (sum all points se <u>He</u> 0.5 - 0.25 Miles	lected in this block alth/ Community	-	Schools 2.15 < 0.25 Mil	Parks 2.15	6.45
	Points Proximity to exist	Job/Transit 2.15 ting or planned bu > 0.5 Miles	Food/Dining 2.15 s, BRT, or light rail	Errands 2.15	t (sum all points se <u>He</u> 0.5 - 0.25 Miles	lected in this block alth/ Community	-	Schools 2.15 < 0.25 Mil	Parks 2.15	6.45
	Points Proximity to exist	Job/Transit 2:15 ting or planned bu > 0.5 Miles 0	Food/Dining 2.15 s, BRT, or light rail	Errands 2.15	t (sum all points se <u>He</u> 0.5 - 0.25 Miles	lected in this block alth/ Community	-	Schools 2.15 < 0.25 Mil	Parks 2.15	6.45
ublic nput 20 Pts Max)	Points Proximity to exist Public combined o	Job/Transit 2:15 ting or planned bu > 0.5 Miles 0	Food/Dining 2.15 s, BRT, or light rail	Errands 2.15	t (sum all points se	lected in this block ealth/ Community 2.15	k)	Schools 2.15 < 0.25 Mil 2	Parks 2.15 es	6.45
ublic nput 20 Pts Max)	Points Proximity to exist Public combined of Rank	Job/Transit 2:15 ting or planned bu > 0.5 Miles 0	Food/Dining 2.15 s, BRT, or light rail	Errands 2.15	(sum all points se	ected in this block ealth/ Community 2.15 4 to 8	k) 9 to 12	Schools 2.15 < 0.25 Mil 2 13 to 16	Parks 2.15 es 17 to 20	6.45
Public Input (20 Pts Max)	Points Proximity to exist Public combined o Rank Points	Job/Transit 2.15 ting or planned bu > 0.5 Miles 0 on-line and in-per:	Food/Dining 2.15 s, BRT, or light rail	Errands 2.15 line	(sum all points se	ected in this block ealth/ Community 2.15 4 to 8	k) 9 to 12	Schools 2.15 < 0.25 Mil 2 13 to 16	Parks 2.15 es 17 to 20	6.45
Public Input (20 Pts Max)	Points Proximity to exist Public combined o Rank Points	Job/Transit 2.15 ting or planned bu > 0.5 Miles 0 on-line and in-per:	Food/Dining 2.15 s, BRT, or light rail	Errands 2.15 line	(sum all points se	ected in this block ealth/ Community 2.15 4 to 8	k) 9 to 12	Schools 2.15 < 0.25 Mil 2 13 to 16	Parks 2.15 es 17 to 20	6.45
Public Input (20 Pts Max)	Points Proximity to exist Public combined o Rank Points	Job/Transit 2.15 ting or planned bu > 0.5 Miles 0 on-line and in-per:	Food/Dining 2.15 s, BRT, or light rail son survey rank it abut an existir	Errands 2.15 line	(sum all points se	ected in this block ealth/ Community 2.15 4 to 8	k) 9 to 12	Schools 2.15 < 0.25 Mil 2 13 to 16	Parks 2.15 es 17 to 20	6.45 2 10
Public Input (20 Pts Max)	Points Proximity to exist Public combined of Rank Points Is the project inclu Points	Job/Transit 2.15 ing or planned bu > 0.5 Miles 0 on-line and in-per: uded in or does No	Food/Dining 2.15 s, BRT, or light rail son survey rank it abut an existin Yes 2	Errands 2.15 line	(sum all points se	ected in this block ealth/ Community 2.15 4 to 8	k) 9 to 12	Schools 2.15 < 0.25 Mil 2 13 to 16	Parks 2.15 es 17 to 20	6.45 2 10
(/ Public ity (20 Pts) Max)	Points Proximity to exist Public combined of Rank Points Is the project inclu Points	Job/Transit 2.15 ing or planned bu > 0.5 Miles 0 on-line and in-per: uded in or does No 0	Food/Dining 2.15 s, BRT, or light rail son survey rank it abut an existin Yes 2	Errands 2.15 line	(sum all points se	ected in this block ealth/ Community 2.15 4 to 8	k) 9 to 12	Schools 2.15 < 0.25 Mil 2 13 to 16	Parks 2.15 es 17 to 20	6.45 2 10

Does the project have utility const	raints (water, sewer, gas, electric, fibe	er, etc.)				
Number of Constraints		>7	7-9	4-6	0-3	3
Points		0	1	2	3	
	Ease/cost	of maintenance				
	Low Ease/High Cost	High Ease	/Low Cost			1
Points	0		1			

	Estimated total p	roject cost (includi	ng ROW)					
lax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	5
≤ st	Points	0	1	2	3	4	5	
Bt C	Estimated cost of	required ROW tal	es					
(10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
	Points	0	1	2	3	4	5	

Total Score

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

Total Score 62

Polk Street Traffic Calming

	Duouinsite of a	nonal must ret to	1	ala atula a distance d	in here a subble to a second	F				
		posed project to >=) miles		destrian/ bicycle <u>i</u> D miles		5 years 1.5 miles		<0.25 mil	25	7
		0		J miles		5		<0.25 mil	53	
		<pre>0 posed project to >=</pre>		1		-		/		
Ŷ		posed project to >=) miles		D miles		t 5 years 0.5 miles		<0.25 mil	20	10
Va) Va)			0.5-1.0	o milles					5	10
Safety i Pts Mã		0	les of the Friend of	<u>/</u>		8		10		
Safety (23 Pts Max)	· · ·	ation within 0.5 mi			as or <u>ratalities</u> ?					2
(5		No		es	4					3
		0		3 Deduction Fosto			Madificati		la a situ alta 2	
		sed project have	-			-				-
	No	Yes	CRF Value*	Current C	ondition*	Proposed Co	ndition*	Cra	ish Type*	3
	0	3								
-	Stress Level base	ed on the functiona	l classification of t	he roadway on wi	nich project is reco	mmended				
Roadway User Stress Level (15 Points Max)			Arte	erial	Colle	ector		Local		
toadway Use Stress Level L5 Points Ma	Functional	Highway	5-6 lane	s and/or	3-4 lane	s and/or		1-2 lanes an	d/or	15
dwc ess oin	classification	<u>Highway</u>	>40 mpl	h and/or	>=35 mp	h and/or		=25 mph ar		15
oac Str			>10,00	00 ADT	>=5,00	DO ADT		<5,000 AE	T	
2 E	Points	0		5	1	.0		15		
, i		<u></u>								
_ %	-	connections the pr	oject creates/imp	roves between des	stinations and with	nın 1/4 mile (1/2 n	n. for bike pro	ojects) of th	e project. This	
en	Number of	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	7
ttwe ()	Connections									
Bef isti Aax	Points	0	1	2	3	4	5	6	7	
Connectivity Between Project and Destinations (22 Pts Max)		tions that are conn					4		1	10.75
2 P:	Destinations	Job/Transit	Food/Dining	Errands	He	alth/ Community		Schools	Parks	10.75
Ct a	Points	2.15	2.15	2.15		2.15		2.15	2.15	
on oje	Proximity to exis	ting or planned bu	s, bri, or light rail	line	0.5 - 0.25 Miles			< 0.25 Mil	~~	2
0 Å		> 0.5 Miles			0.5 - 0.25 Miles 1			< 0.25 Mil	es	2
		0		I	I			Z		
Public Input (20 Pts Max)		on-line and in-per	son survey rank					1		
Public Input (20 Pts Max)	Rank				1 .4		9 to 12			
	-				<4	4 to 8		13 to 16	17 to 20	8
4 - C 2	Points				0	4 to 8 5	10	13 to 16 15	17 to 20 20	8
d - 7 2	-									8
	Points	luded in or does	it abut an existir	ng or programmed	0					8
	Points	luded in or does	it abut an existi r Yes	ng or programmed	0					8
	Points	1		ng or programmed	0					
	Points Is the project incl Points	No	Yes 2	ng or programmed	0					
	Points Is the project incl Points	No 0	Yes 2	ng or programmed	0					
	Points Is the project incl Points Does the project	No 0 incorporate shade	Yes 2 ?		0 I project/DCR	5				0
	Points Is the project incl Points Does the project # of Trees Points	No 0 incorporate shade <5	Yes 2 ? 5-10 1	11-15 2	0 I project/DCR 16-20 3	5				0
	Points Is the project incl Points Does the project # of Trees Points	No 0 incorporate shade <5 0 have utility constru-	Yes 2 ? 5-10 1	<u>11-15</u> 2	0 I project/DCR 16-20 3	5		15		0
P Deliverability/ Constructability (2 (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project	No 0 incorporate shade <5 0 have utility constru-	Yes 2 ? 5-10 1	<u>11-15</u> 2	0 I project/DCR 16-20 3 er, etc.)	5 >20 4	10	15	20	0
	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const	No 0 incorporate shade <5 0 have utility constru-	Yes 2 ? 5-10 1	11-15 2 r, gas, electric, fib	0 I project/DCR 16-20 3 er, etc.) >7	5 >20 4 7-9	10	15	20 0-3	0
	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const	No 0 incorporate shade <5 0 have utility constru-	Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib	0 1 project/DCR 16-20 3 er, etc.) >7 0 t of maintenance	5 >20 4 7-9	10	15	20 0-3	0
	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const	No 0 incorporate shade <5 0 have utility constru-	Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 d project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease	5 >20 4 7-9 1	10	15	20 0-3	0
	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points	No 0 incorporate shade <5 0 have utility constru-	Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 d project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	15	20 0-3	0
	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Points Points	No 0 incorporate shade <5 0 have utility constru- traints	Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 d project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	15	20 0-3	0
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p	No 0 incorporate shade <5 0 have utility constru- traints	Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	11-15 2 r, gas, electric, fib Ease/cost /High Cost	0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-4 2	5	20 0-3	0 3 1
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost	No 0 incorporate shade <5 0 have utility constru- traints	Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost (High Cost 0 \$2.0M - \$1.5M	0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-1 2 <\$50	<u>15</u> 5 ООК	20 0-3	0
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Estimated total p Cost Points	No 0 incorporate shade <5 0 have utility constru- traints project cost (includi >\$2.5M 0	Yes 2 ? 5-10 1 aints (water, sewe Low Ease, 0 () () () () () () () () () () () () ()	11-15 2 r, gas, electric, fib Ease/cost /High Cost	0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-4 2	<u>15</u> 5 ООК	20 0-3	0 3 1
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Estimated total p Cost Points Estimated cost of Estimated cost of	No 0 incorporate shade <5 0 have utility constru- traints project cost (includi >\$2.5M 0 f required ROW tal	Yes 2 ? 5-10 1 aints (water, sewe Low Ease, 0 () () () () () () () () () () () () ()	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M 2	0 1 project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease \$1.5M - \$1.0M 3	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K 4	10 4-1 2 <\$50 5	15 5 ЭОК	20 0-3	0 0 3 1 5
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Estimated total p Cost Points	No 0 incorporate shade <5 0 have utility constru- traints project cost (includi >\$2.5M 0	Yes 2 ? 5-10 1 aints (water, sewe Low Ease, 0 () () () () () () () () () () () () ()	11-15 2 r, gas, electric, fib Ease/cost (High Cost 0 \$2.0M - \$1.5M	0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-1 2 <\$50	15 5 00K	20 0-3	0 3 1

80

Total Score

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

> Total Score 84

Filmore St Traffic Calming

	Proximity of pro	nosed project to >:	I documented period	edestrian/bicycle i	iniury within past	5 vears				
		miles		0 miles		0.5 miles	1	<0.25 mile	25	7
		0		1		5		7		,
		oosed project to >=		-		-		,		
x		miles		0 miles		0.5 miles	T	<0.25 mile	20	10
₹		0		2		8	ł	10		10
Safety (23 Pts Max)		ation within 0.5 m				0		10		
3 P S		No		es	es or <u>ratanties</u> :					3
5		0		3	-					3
		-		-	r (CDE) assigned		Madificatio	n Fastars C	laaringhawaa 2	
		sed project have	· ·			-			-	
	No	Yes	CRF Value*	Current C	Condition*	Proposed Co	ondition*	Cra	ish Type*	3
	0	3								
- (X	Stress Level base	d on the functiona	l classification of t	he roadway on wl	hich project is reco	ommended				
Roadway User Stress Level (15 Points Max)			Arte	erial	Coll	ector		Local		
l Lei ts I	Functional	Highway	5-6 lane	s and/or	3-4 lane	s and/or		1-2 lanes an	d/or	15
lwa ess oin	classification	<u>Highway</u>	>40 mp	h and/or	>=35 mp	>=35 mph and/or		>=25 mph an	d/or	15
Stre P			>10,00	DO ADT	>=5,0	DO ADT		<5,000 ADT		
[] [°] [°]	Points	0		5	1	0		15		-
Connectivity Between Project and Destinations (22 Pts Max)	Connections Points	<3 0	3 to 5	6 to 8	9 to 11 3	12 to 14 4	15 to 17 5	18 to 19 6	20+	7
A B Sec	Select all destina	tions that are con	nected to one anot	her by the project	(sum all points se	lected in this bloc	k)	-		
ivit Pts	Destinations	Job/Transit	Food/Dining	Errands	He	alth/ Community		Schools	Parks	10.7
ecti 22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
ect u	Proximity to exis	ting or planned bu	s, BRT, or light rai	line						
3 2		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mil	es	2
<u>~</u>		0			1			2		1
	Public combined									
<u>ہ د</u> ب	r ubiic combined	on-line and in-per	son survey rank							
put Pts Pts lax)	Rank	on-line and in-per	son survey rank		<4	4 to 8	9 to 12	13 to 16	17 to 20	8
Input (20 Pts Max)		on-line and in-per	son survey rank		<4 0	4 to 8	9 to 12 10	13 to 16 15	17 to 20 20	8
Input (20 Pts Max)	Rank	on-line and in-per	son survey rank							8
(20 Pts Max)	Rank Points	·		ng or programmed	0					8
Input (20 Pts Max)	Rank Points	uded in or does	it abut an existi	ng or programmed	0					8
Input (20 Pts Max)	Rank Points Is the project inc	·	it abut an existin Yes	ng or programmed	0					
	Rank Points Is the project inc Points	luded in or does No 0	it abut an existin Yes 2	ng or programmed	0					
	Rank Points Is the project inc Points Does the project	luded in or does No 0 incorporate shade	it abut an existi Yes 2		0 I project/DCR	5				0
	Rank Points Is the project inc Points Does the project # of Trees	luded in or does No 0 incorporate shade <5	it abut an existin Yes 2 ? 5-10	11-15	0 I project/DCR 16-20	5				
	Rank Points Is the project inco Points Does the project # of Trees Points	luded in or does No 0 incorporate shade <5 0	it abut an existii Yes 2 ? 5-10 1	11-15 2	0 # project/DCR 16-20 3	5				0
Deliverability/ Prubil Constructability (20 Pts (10 Pts Max) Max)	Rank Points Is the project inco Points Does the project # of Trees Points	Iuded in or does No incorporate shade <5 0 have utility constr	it abut an existii Yes 2 ? 5-10 1	11-15 2	0 # project/DCR 16-20 3	5		15		0

	Estimated total p	roject cost (includi	ng ROW)					
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	5
⊻ st	Points	0	1	2	3	4	5	
Bt C	Estimated cost of	required ROW tal	kes					
[10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
Ū.	Points	0	1	2	3	4	5	

Ease/cost of maintenance

High Ease/Low Cost

1

Total Score

Low Ease/High Cost

0

Points

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

Total Score 84

1

35th Ave Mid-Block Crossing

Roadway User Stress Level 15 Points Max)	Functional	Highway	Arte 5-6 lanes >40 mph	rial and/or	ich project is reco <u>Colle</u> 3-4 lane: >=35 mp	ector s and/or		Local -2 lanes and/or =25 mph and/or	5
er il ax)		on the functional					1		
	Stress Level based	an the functions'	classification of th	e roadway on wh					
	0	5							
	0	3	en value						-
	No	Yes	CRF Value*	Current C		Proposed Co		Factors Clearinghouse? Crash Type*	3
	(3				Madification	Fasters Clearinghouse 2	
(23	N	-	Ye	-					0
Safety (23 Pts Max)	Is the project loca	tion within 0.5 mi	les of >= 5 pedestri	an/ bicycle <u>injurie</u>	es or <u>fatalities</u> ?				
N Star	(,	2		8	3		10	
(xe		miles	0.5-1.0			.5 miles		<0.25 miles	2
	Proximity of prop	osed project to >=	1 documented per	destrian/ bicycle f	atality within past	5 years			
	()	1			5		7	
	>1.0	miles	0.5-1.0	miles	0.25 - 0	.5 miles		<0.25 miles	7
	1.1.0		0.5.4.0	destrian/ bicycle i	0.05 0			0.05 1	_

Total number of	connections the pr	oject creates/imp	roves between des	tinations and wit	hin 1/4 mile (1/2 n	ni. for bike pro	ojects) of the	e project. This	
Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	4
Points	0	1	2	3	4	5	6	7	
Select all destina	tions that are conn	ected to one anot	her by the project	(sum all points se	lected in this block	c)			
Destinations	Job/Transit	Food/Dining	Errands	He	alth/ Community		Schools	Parks	10.75
Points	2.15	2.15	2.15		2.15		2.15	2.15	
Proximity to exis	ting or planned bu	s, BRT, or light rail	line						
	> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	es	2
	0			1			2		

ic.	t ts	Public combined on-line and in-person survey rank						
l q n	de P Va	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	12
Ы	2 0 2	Points	0	5	10	15	20	

	Is the project incl	uded in or does	it abut an existir	ng or programmed	l project/DCR				
		No	Yes						0
	Points	0	2						
<u></u> , ≩ _	Does the project	incorporate shade	?						
erability/ uctability ts Max)	# of Trees	<5	5-10	11-15	16-20	>20			0
abi Ka	Points	0	1	2	3	4			
vera Pts	Does the project	have utility constra	aints (water, sewe	r, gas, electric, fib	er, etc.)				
Delive Constru (10 Pi	Number of Const	raints			>7	7-9	4-6	0-3	3
_ S _	Points				0	1	2	3	
				Ease/cos	t of maintenance				
			Low Ease	High Cost	High Ease	/Low Cost			1
	Points		()	:	1			

	Estimated total p	roject cost (includi	ng ROW)					
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	5
≤ st	Points	0	1	2	3	4	5	
Bt C	Estimated cost of	required ROW tal	kes					
(10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
	Points	0	1	2	3	4	5	

Total Score

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

> Total Score

35th Ave Signalized Intersection Pedestrian Improvements

	- · · ·									
		posed project to >=				•				_
	>1.0) miles	0.5-1.0	0 miles	0.25 - 0	.5 miles		<0.25 mile	es	7
		0		1		5		7		
_		posed project to >=								
Safety (23 Pts Max)	>1.0) miles	0.5-1.0) miles	0.25 - 0	.5 miles		<0.25 mile	es	10
Safety Pts M		0	:	2		8		10		
Pts	Is the project loca	ation within 0.5 mi	les of >= 5 pedest	rian/ bicycle injuri	es or fatalities?					
23 - Z	1	No	Y	es						3
9		0		3						•
		sed project have			(CRF) assigned	hy FHWA's Crash	Modification	Factors C	earinghouse?	
			CRF Value*	Current C		Proposed Co		r	sh Type*	3
	<u>No</u>	Yes 3	CRF value	Current C	Undition	Proposed Co	nuition	Cla	siriype	3
	U	3								
r ¢	Stress Level base	ed on the functional	l classification of t	he roadway on wi	ich project is reco	mmended				
Jse Jay			Arte	erial	Colle	ector		Local		
S P L	Functional		5-6 lane	s and/or	3-4 lane	s and/or		1-2 lanes and	d/or	
wa ss l	classification	Highway		h and/or		h and/or		=25 mph an	-	5
Roadway Useı Stress Level 15 Points Max	c.c.someution		>10,00			00 ADT		<5,000 AD		
Roadway User Stress Level (15 Points Max)	Delate							-	1	
	Points	0		5	1	.0		15		
	Total number of	connections the pr	oiect creates/imp	roves between de	tinations and with	hin 1/4 mile (1/2 m	ni, for bike pro	piects) of the	project. This	
us n	Number of			loves between des			in tor sike pre	jeeus or the		
tio er		<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	5
Ć na t	Connections			-			-		_	
isti Nav	Points	0	1	2	3	4	5	6	7	
ectivity Betv t and Destin (22 Pts Max)		tions that are conn					()	1		
돌면접	Destinations	Job/Transit	Food/Dining	<u>Errands</u>	<u>He</u>	alth/ Community		<u>Schools</u>	<u>Parks</u>	12.9
Connectivity Between Project and Destinations (22 Pts Max)	Points	2.15	2.15	2.15		2.15		2.15	2.15	
jec	Proximity to exis	ting or planned bu	s, BRT, or light rail	line						
S g		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	es	2
<u>.</u>		0			1			2		
				•						
10	Bublic combined	on-line and in-pers	on curvou ronk							
<u> </u>	Public combined	on-nne and m-pers	son survey rank					1		
2 2 6 X	Develo								47.4 00	
ubli Inpu 20 P	Rank				<4	4 to 8	9 to 12	13 to 16	17 to 20	12
Public Input (20 Pts Max)	Rank Points				<4 0	4 to 8 5	9 to 12 10	13 to 16 15	17 to 20 20	12
Publi Inpu (20 Pi Max										12
Publi Inpu (20 P	Points	luded in or does i	it abut an existir	ng or programmed	0					12
Publi Inpu (20 P	Points			ng or programmed	0					0
Publi Inpu (20 P	Points Is the project incl	luded in or does	Yes	ng or programmed	0					
	Points Is the project incl Points	No 0	Yes 2	ng or programmed	0					
	Points Is the project incl Points Does the project	No 0 incorporate shade	Yes 2 ?		0 project/DCR	5				0
	Points Is the project incl Points Does the project # of Trees	No 0 incorporate shade <5	Yes 2 ? 5-10	ng or programmed	0 project/DCR 16-20	5				
	Points Is the project incl Points Does the project # of Trees Points	No 0 incorporate shade <5 0	Yes 2 ? 5-10 1	11-15 2	0 project/DCR 16-20 3	5				0
	Points Is the project incl Points Does the project # of Trees Points Does the project	No 0 incorporate shade <5 0 have utility constra	Yes 2 ? 5-10 1	11-15 2	0 project/DCR 16-20 3 zr, etc.)	5 >20 4	10	15	20	0
	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const	No 0 incorporate shade <5 0 have utility constra	Yes 2 ? 5-10 1	11-15 2	0 project/DCR 16-20 3 er, etc.) >7	5 >20 4 7-9	10	5	20 0-3	0
FV .	Points Is the project incl Points Does the project # of Trees Points Does the project	No 0 incorporate shade <5 0 have utility constra	Yes 2 ? 5-10 1	11-15 2 r, gas, electric, fib	0 project/DCR 16-20 3 er, etc.) >7 0	5 >20 4	10	5	20	0
	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const	No 0 incorporate shade <5 0 have utility constra	Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 project/DCR 16-20 3 pr, etc.) >7 0 of maintenance	5 >20 4 7-9 1	10	5	20 0-3	0 0 3
	Points Is the project incomposition Points Does the project # of Trees Points Does the project Number of Const Points Points	No 0 incorporate shade <5 0 have utility constra	Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 project/DCR 16-20 3 pr, etc.) >7 0 of maintenance	5 >20 4 7-9	10	5	20 0-3	0
	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const	No 0 incorporate shade <5 0 have utility constra	Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 project/DCR 16-20 3 pr, etc.) >7 0 of maintenance	5 >20 4 7-9 1	10	5	20 0-3	0 0 3
	Points Is the project incomposition Points Does the project # of Trees Points Does the project Number of Const Points Points	No 0 incorporate shade <5 0 have utility constra	Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 project/DCR 16-20 3 pr, etc.) >7 0 of maintenance	5 >20 4 7-9 1	10	5	20 0-3	0 0 3
	Points Is the project incomposition Points Does the project # of Trees Points Does the project Number of Const Points Points Points	No 0 incorporate shade <5 0 have utility constra traints	Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 project/DCR 16-20 3 pr, etc.) >7 0 of maintenance	5 >20 4 7-9 1	10	5	20 0-3	0 0 3
Deliverability/ Constructability (10 Pts Max)	Points Is the project inco Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p	No 0 incorporate shade <5 0 have utility constra traints	Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	11-15 2 r, gas, electric, fib Ease/cost /High Cost	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-6 2	5	20 0-3	0 0 3 1
Deliverability/ Constructability (10 Pts Max)	Points Is the project inco Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost	No 0 incorporate shade <5 0 have utility constra traints project cost (includi >\$2.5M	Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost (High Cost 0 \$2.0M - \$1.5M	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-6 2 <\$50	15 5 DOK	20 0-3	0 0 3
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points	No 0 incorporate shade <5 0 have utility constra traints project cost (includi >\$2.5M 0	Yes 2 7 5-10 1 aints (water, sewe Low Ease, 0 9 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	11-15 2 r, gas, electric, fib Ease/cost /High Cost	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-6 2	15 5 DOK	20 0-3	0 0 3 1
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points Estimated cost of	No 0 incorporate shade <5 0 have utility constra traints project cost (includi >\$2.5M 0 f required ROW tab	Yes 2 7 5-10 1 aints (water, sewe Low Ease, 0 9 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	11-15 2 r, gas, electric, fib Ease/cost /High Cost D \$2.0M - \$1.5M 2	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M 3	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K 4	10 4-4 2 <\$50 5	15 5 00K	20 0-3	0 0 3 1 4
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points	No 0 incorporate shade <5 0 have utility constra traints project cost (includi >\$2.5M 0	Yes 2 7 5-10 1 aints (water, sewe Low Ease, 0 9 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	11-15 2 r, gas, electric, fib Ease/cost (High Cost 0 \$2.0M - \$1.5M	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-4 2 <\$50 5 \$0	15 5 DOK	20 0-3	0 0 3 1
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points Estimated cost of	No 0 incorporate shade <5 0 have utility constra traints project cost (includi >\$2.5M 0 f required ROW tab	Yes 2 7 5-10 1 aints (water, sewe Low Ease, 0 9 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	11-15 2 r, gas, electric, fib Ease/cost /High Cost D \$2.0M - \$1.5M 2	0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M 3	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K 4	10 4-4 2 <\$50 5	15 5 DOK	20 0-3	0 0 3 1 4

73

Total Score

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

Total Score 77

35th Ave Sidewalk Widening

	>1.0	miles	0.5-1.0	miles	0.25 - 0.5 miles	<0.25	5 miles	7
		0	1		5		7	
	Proximity of prop	osed project to	>= 1 documented peo	lestrian/ bicycle fatality	within past 5 years			
ax)	>1.0	miles	0.5-1.0	miles	0.25 - 0.5 miles	<0.25	5 miles	10
Safety (23 Pts Max)		0	2		8	1	10	
Pts	Is the project loca	ation within 0.5 ı	niles of >= 5 pedestri	an/ bicycle <u>injuries</u> or <u>fa</u>	talities?			
33	N	lo	Ye	5				3
-		0	3					
	Does the propo	sed project hav	e a positive Crash F	eduction Factor (CRF)	assigned by FHWA's Crash	Modification Facto	rs Clearinghouse?	
	No	Yes	CRF Value*	Current Conditio	n* Proposed Co	ndition*	Crash Type*	3
	0	3						

- x	Stress Level base	d on the functiona	I classification of the roadway on wh	nich project is recommended			l
vel Va			Arterial	Collector	Local		1
ts I	Functional	Highway	5-6 lanes and/or	3-4 lanes and/or	1-2 lanes and/or	-	1
łwa ess oin	classification	<u>Highway</u>	>40 mph and/or	>=35 mph and/or	>=25 mph and/or	5	
Str 5 P			>10,000 ADT	>=5,000 ADT	<5,000 ADT		
R (1	Points	0	5	10	15		

10	Total number of o	connections the pr	oject creates/impi	roves between des	tinations and with	hin 1/4 mile (1/2 n	ni. for bike pro	ojects) of the	e project. This	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	7
	Points	0	1	2	3	4	5	6	7	
B S S S	Select all destinat	tions that are conn	ected to one anot	her by the project	(sum all points se	lected in this block	c)			
Preizi	Destinations	Job/Transit	Food/Dining	Errands	<u>He</u>	alth/ Community		Schools	Parks	10.75
t ai (22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
jec	Proximity to exist	ting or planned bu	s, BRT, or light rail	line						
2 2		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	es	2
-		0			1			2		

		Public combined on-line and in-person survey rank						
q	andr O P	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	16
ľď	2 2 2	Points	0	5	10	15	20	

	Is the project incl	uded in or does	it abut an existir	ng or programmed	l project/DCR				
		No	Yes						0
	Points	0	2						
<u></u> , ≩ _	Does the project	incorporate shade	?						
erability/ uctability/ ts Max)	# of Trees	<5	5-10	11-15	16-20	>20			0
abi Ka	Points	0	1	2	3	4			
vera Pts	Does the project	have utility constra	aints (water, sewe	r, gas, electric, fib	er, etc.)				
Delive Constru (10 Pi	Number of Const	raints			>7	7-9	4-6	0-3	3
<u> </u>	Points				0	1	2	3	
				Ease/cos	t of maintenance				
			Low Ease	High Cost	High Ease	/Low Cost			1
	Points		()	:	1			

	Estimated total p	roject cost (includi	ng ROW)					
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	3
≤ st	Points	0	1	2	3	4	5	
Bt C	Estimated cost of	required ROW tal	(es					
(10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
	Points	0	1	2	3	4	5	

Total Score

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

Total Score 80

Van Buren St Signalized Intersection Pedestrian Improvements

4			1 documented pe			•				
	>1.0) miles	0.5-1.0	0 miles).5 miles		<0.25 mile	es	7
		0		1		5		7		
_		posed project to >=					-			
ax	>1.0) miles	0.5-1.0	0 miles	0.25 - 0).5 miles		<0.25 mile	es	10
Safety (23 Pts Max)		0		2		8		10		
Pt: Saf	Is the project loc	ation within 0.5 mi	les of >= 5 pedest	rian/ bicycle <u>injuri</u>	es or fatalities?					
53	1	No	Y	es						3
•		0		3						
	Does the propo	sed project have	a positive Crash	Reduction Facto	(CRF) assigned	by FHWA's Crash	Modificatio	n Factors Cl	earinghouse?	
	No	Yes	CRF Value*	Current C	ondition*	Proposed Co	ndition*	Cra	sh Type*	3
	0	3								
-	Stross Loval base	d on the functiona	l classification of t	ha raadway on w	ich project is read	mmondod				
ax)	Stress Level base			erial		ector		Local		
toadway Use Stress Level L5 Points Ma	Europhia and								1/	
vay s L	Functional	Highway		s and/or		s and/or		1-2 lanes and		5
res Poi	classification			h and/or		oh and/or	>	=25 mph an	-	
Roadway User Stress Level (15 Points Max)	L		>10,00			00 ADT		<5,000 AD	1	
8 5	Points	0		5	1	.0		15		
	Total number of	connections the pr	aiact craatas /imm	rovos botwoon do	tinations and with	hin 1/4 milo (1/2 m	ni for hiko ar	viacts) of the	project Thic	
- ²	-	connections the pr	oject creates/imp	loves between des	unations and with	1111 1/4 11112 (1/2 11	in. for bike pro	jects) of the	e project. This	
Connectivity Between Project and Destinations (22 Pts Max)	Number of	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	7
c) nat	Connections						_		_	
Bei sti Aay	Points	0	1	2	3	4	5	6	7	
ectivity Betv t and Destin (22 Pts Max)	-	tions that are conn	r		• •		<)		1	
tiv P d	Destinations	Job/Transit	Food/Dining	Errands	He	alth/ Community		Schools	Parks	12.9
(2)	Points	2.15	2.15	2.15		2.15		2.15	2.15	
onr	Proximity to exis	ting or planned bu	s, BRT, or light rail	line			•			_
0 9										
<u> </u>		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	es	2
- F	-	> 0.5 Miles 0			0.5 - 0.25 Miles 1			< 0.25 Mile 2	es	2
Ŭ Ē									es	2
	Public combined		son survey rank						25	2
		0	son survey rank		1	4 to 8	9 to 12	2		2
Public Input (20 Pts Max)	Rank	0	son survey rank		1 <4	4 to 8	9 to 12	2 13 to 16	17 to 20	2
		0	son survey rank		1	4 to 8 5	9 to 12 10	2		2
	Rank Points	0 on-line and in-pers	·		1 <4 0			2 13 to 16	17 to 20	2
	Rank Points	0 on-line and in-pers	it abut an existir	ng or programmed	1 <4 0			2 13 to 16	17 to 20	
	Rank Points Is the project inc	0 on-line and in-personal luded in or does No	it abut an existi r Yes	ng or programmed	1 <4 0			2 13 to 16	17 to 20	0
Public Input (20 Pts Max)	Rank Points Is the project inc Points	0 on-line and in-personal luded in or does No 0	it abut an existin Yes 2	ng or programmed	1 <4 0			2 13 to 16	17 to 20	
Public Input (20 Pts Max)	Rank Points Is the project inc Points Does the project	0 on-line and in-personal luded in or does No 0 incorporate shade	it abut an existin Yes 2		1 <4 0 project/DCR	5		2 13 to 16	17 to 20	0
Public Input (20 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees	0 on-line and in-personal luded in or does No 0 incorporate shade <5	it abut an existin Yes 2 ? 5-10	11-15	1 <4 0 project/DCR 16-20	5		2 13 to 16	17 to 20	
Public Input (20 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points	0 on-line and in-person luded in or does No 0 incorporate shade <5 0	it abut an existin Yes 2 ? 5-10 1	<u>11-15</u> 2	1 <4 0 project/DCR 16-20 3	5		2 13 to 16	17 to 20	0
Public Input (20 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project	0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility constra	it abut an existin Yes 2 ? 5-10 1	<u>11-15</u> 2	1 <4 0 project/DCR 16-20 3	5	10	2 13 to 16 15	17 to 20	0
Public Input (20 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points	0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility constra	it abut an existin Yes 2 ? 5-10 1	<u>11-15</u> 2	1 <4 0 project/DCR 16-20 3	5	10	2 13 to 16 15	17 to 20	0
	Rank Points Is the project inc Points Does the project # of Trees Points Does the project	0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility constra	it abut an existin Yes 2 ? 5-10 1	<u>11-15</u> 2	1 <4 0 project/DCR 16-20 3 :r, etc.)	5 >20 4	10	2 13 to 16 15	17 to 20 20	0
Public Input (20 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const	0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility constra	it abut an existin Yes 2 ? 5-10 1	11-15 2 r, gas, electric, fib	1 <4 0 project/DCR 16-20 3 str, etc.) >7	5 >20 4 7-9	10	2 13 to 16 15	17 to 20 20 0-3	0
Public Input (20 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const	0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility constra	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance	5 >20 4 7-9	10	2 13 to 16 15	17 to 20 20 0-3	0
Public Input (20 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const	0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility constra	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance	5 >20 4 7-9 1	10	2 13 to 16 15	17 to 20 20 0-3	0
Public Input (20 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points	0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility constra	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance	5 >20 4 7-9 1	10	2 13 to 16 15	17 to 20 20 0-3	0
Public Input (20 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points	0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility constru- traints	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	11-15 2 r, gas, electric, fib Ease/cost	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance	5 >20 4 7-9 1	10	2 13 to 16 15	17 to 20 20 0-3	0
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p	0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility constru- traints	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0	1 <4 0 project/DCR 16-20 3 ir, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-6 2	2 13 to 16 15	17 to 20 20 0-3	0 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost	0 on-line and in-person No 0 incorporate shade <5 0 have utility constru- traints	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, 0 ng ROW) \$2.5M - \$2.0M	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M	1 <4 0 project/DCR 16-20 3 ir, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-6 2 <\$50	2 13 to 16 15 5 500K	17 to 20 20 0-3	0
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points	0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility construction traints project cost (includition) >\$2.5M 0	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, Comp ROW) \$2.5M - \$2.0M 1	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0	1 <4 0 project/DCR 16-20 3 ir, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-6 2	2 13 to 16 15 5 500K	17 to 20 20 0-3	0 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points Estimated total p Cost Points	0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility constra- traints project cost (includi >\$2.5M 0 f required ROW tal	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, C ung ROW) \$2.5M - \$2.0M 1 ses	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M 2	1 <4 0 project/DCR 16-20 3 pr, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M 3	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K 4	10 4-t 2 <\$50 5	2 13 to 16 15	17 to 20 20 0-3	0 0 3 1 4
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points	0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility construction traints project cost (includition) >\$2.5M 0	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, Comp ROW) \$2.5M - \$2.0M 1	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M	1 <4 0 project/DCR 16-20 3 ir, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-6 2 <\$50	2 13 to 16 15 5 5 00K	17 to 20 20 0-3	0 0 3 1

Total Score

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

Total Score 67

Van Buren St Mid-Block Crossing Improvement

		posed project to >=								
) miles	0.5-1.0	0 miles).5 miles		<0.25 mile	25	7
		0		1		5		7		
-		posed project to >=				•				
ax]	>1.0) miles	0.5-1.0	0 miles	0.25 - 0).5 miles		<0.25 mile	es	8
ety 5 M		0		2		8		10		
Safety (23 Pts Max)	Is the project loca	ation within 0.5 mi	les of >= 5 pedest	rian/ bicycle <u>injuri</u>	es or fatalities?					
23		No		es						3
)	-	0		3						
	Does the propo	sed project have	a positive Crash	Reduction Facto	r (CRF) assigned	by FHWA's Crash	Modificatio	n Factors Cl	earinghouse?	
	No	Yes	CRF Value*	Current C	ondition*	Proposed Co	ndition*	Cra	sh Type*	3
	0	3							<i>,</i> ,	_
		-								
ax) er	Stress Level base	d on the functiona								
S S S				erial		ector		Local		
ay s Le nts	Functional	Highway		s and/or		s and/or		1-2 lanes and		5
Roadway User Stress Level (15 Points Max)	classification			h and/or		h and/or	>	=25 mph an		
Str 5 F	L		>10,00	DO ADT	,	00 ADT		<5,000 AD	Т	
Я (<u>1</u>	Points	0		5	1	.0		15		
	Tatalas		-1	· · · · · · · ·		h	-1 6 1 11			
- 2		connections the pr	oject creates/imp	roves between de	tinations and wit	nin 1/4 mile (1/2 r	ni. for bike pro	ojects) of the	e project. This	
ior	Number of	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	4
:we nat	Connections									-
3et stii	Points	0	1	2	3	4	5	6	7	
lectivity Betv t and Destin: (22 Pts Max)	Select all destina	tions that are conr		her by the project			<)			
P d iv	Destinations	Job/Transit	Food/Dining	Errands	He	ealth/ Community		Schools	<u>Parks</u>	8.6
iec ta (22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
2 2	Provimity to evis	Aller as a second provide and large								
5 5	TTOXIMITY to exis		s, BRT, or light rail	line						
Connectivity Between Project and Destinations (22 Pts Max)	T TOXIMILY TO EXIS	> 0.5 Miles	s, BRT, or light rail	line	0.5 - 0.25 Miles			< 0.25 Mile	25	1
Cor Proj			s, BRT, or light rail	line	0.5 - 0.25 Miles 1			< 0.25 Mile	25	1
Cor Proj		> 0.5 Miles	s, BRT, or light rail	lline					25	1
		> 0.5 Miles		line					25	1
		> 0.5 Miles 0		line		4 to 8	9 to 12	2	25 17 to 20	1
Public Cor Input Proj (20 Pts Max)	Public combined	> 0.5 Miles 0			1			2 13 to 16	17 to 20	
	Public combined Rank	> 0.5 Miles 0			1 <4	4 to 8 5	9 to 12 10	2		
	Public combined Rank Points	> 0.5 Miles 0 on-line and in-per	son survey rank		1 <4 0			2 13 to 16	17 to 20	
	Public combined Rank Points	> 0.5 Miles 0 on-line and in-per: luded in or does	son survey rank it abut an existin		1 <4 0			2 13 to 16	17 to 20	12
	Public combined Rank Points Is the project incl	> 0.5 Miles 0 on-line and in-per: luded in or does No	son survey rank it abut an existin Yes		1 <4 0			2 13 to 16	17 to 20	
Public Input (20 Pts Max)	Public combined Rank Points Is the project incl Points	> 0.5 Miles 0 on-line and in-per- luded in or does No 0	son survey rank it abut an existin Yes 2		1 <4 0			2 13 to 16	17 to 20	12
Public Input (20 Pts Max)	Public combined Rank Points Is the project incl Points Does the project	> 0.5 Miles 0 on-line and in-per- luded in or does No 0 incorporate shade	son survey rank it abut an existin Yes 2	ng or programmed	1 <4 0 project/DCR	5		2 13 to 16	17 to 20	12
Public Input (20 Pts Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees	> 0.5 Miles 0 on-line and in-person luded in or does No 0 incorporate shade <5	son survey rank it abut an existin Yes 2 ? 5-10	ng or programmed	1 <4 0 project/DCR 16-20	5		2 13 to 16	17 to 20	12
Public Input (20 Pts Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points	> 0.5 Miles 0 on-line and in-person luded in or does No 0 incorporate shade <5 0	son survey rank it abut an existin Yes 2 ? 5-10 1	ng or programmed	1 <4 0 project/DCR 16-20 3	5		2 13 to 16	17 to 20	12
Public Input (20 Pts Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project	> 0.5 Miles 0 on-line and in-per: luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existin Yes 2 ? 5-10 1	ng or programmed	1 <4 0 project/DCR 16-20 3 er, etc.)	5 >20 4	10	2 13 to 16 15	17 to 20 20	0
Public Input (20 Pts Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const	> 0.5 Miles 0 on-line and in-per: luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existin Yes 2 ? 5-10 1	ng or programmed	1 <4 0 project/DCR 16-20 3 er, etc.) >7	5 >20 4 7-9	10	2 13 to 16 15	17 to 20 20 0-3	12
/ Public Input (20 Pts Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project	> 0.5 Miles 0 on-line and in-per: luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existin Yes 2 ? 5-10 1	ng or programmed 11-15 2 r, gas, electric, fib	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0	5 >20 4	10	2 13 to 16 15	17 to 20 20	0
Public Input (20 Pts Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const	> 0.5 Miles 0 on-line and in-per: luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	ng or programmed 11-15 2 r, gas, electric, fib Ease/cos	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 c of maintenance	5 >20 4 7-9 1	10	2 13 to 16 15	17 to 20 20 0-3	12 0 0 3
Public Input (20 Pts Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points	> 0.5 Miles 0 on-line and in-per: luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, seween Low Ease,	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	2 13 to 16 15	17 to 20 20 0-3	0
Public Input (20 Pts Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const	> 0.5 Miles 0 on-line and in-per: luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, seween Low Ease,	ng or programmed 11-15 2 r, gas, electric, fib Ease/cos	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1	10	2 13 to 16 15	17 to 20 20 0-3	12 0 0 3
Public Input (20 Pts Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points	> 0.5 Miles 0 on-line and in-per: luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, seween Low Ease,	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	2 13 to 16 15	17 to 20 20 0-3	12 0 0 3
Public Input (20 Pts Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points	> 0.5 Miles 0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility constru- traints	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	2 13 to 16 15	17 to 20 20 0-3	12 0 0 3
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p	> 0.5 Miles 0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility constru- traints	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, seween Low Ease,	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost (High Cost	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-6 2	2 13 to 16 15	17 to 20 20 0-3	12 0 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost	> 0.5 Miles 0 on-line and in-person luded in or does No 0 incorporate shade <5 0 have utility construction traints	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, seween Low Ease, 0 mg ROW) \$2.5M - \$2.0M	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-6 2 <\$50	2 13 to 16 15 5 500K	17 to 20 20 0-3	12 0 0 3
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Points Estimated total p Cost Points	> 0.5 Miles 0 on-line and in-per: luded in or does No 0 incorporate shade <5 0 have utility constri- traints project cost (includi >\$2.5M 0	son survey rank it abut an existin Yes 2 7 5-10 1 aints (water, sewe Low Ease, 0 1 ing ROW) \$2.5M - \$2.0M 1	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost (High Cost	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-6 2	2 13 to 16 15 5 500K	17 to 20 20 0-3	12 0 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points Estimated cost of	> 0.5 Miles 0 on-line and in-per: luded in or does No 0 incorporate shade <5 0 have utility constr. traints project cost (includi >\$2.5M 0 frequired ROW tal	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, () () () () () () () () () ()	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M 2	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M 3	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K 4	10 10 4-t 2 < \$5(5	2 13 to 16 15 5 5 200K	17 to 20 20 0-3	12 0 0 3 1 5
Deliverability/ Constructability (20 Pts (10 Pts Max) Max)	Public combined Rank Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Points Estimated total p Cost Points	> 0.5 Miles 0 on-line and in-per: luded in or does No 0 incorporate shade <5 0 have utility constri- traints project cost (includi >\$2.5M 0	son survey rank it abut an existin Yes 2 7 5-10 1 aints (water, sewe Low Ease, 0 1 ing ROW) \$2.5M - \$2.0M 1	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-6 2 <\$50	2 13 to 16 15 6 5 00K	17 to 20 20 0-3	12 0 0 3 1

Total Score

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

Total Score 70

Van Buren St Mid-Block Crossing

	Proximity of pro	posed project to >=	= 1 documented pe	edestrian/ bicycle i	injury within past :	Jyears				
	>1.0) miles	0.5-1.	0 miles	0.25 - 0	.5 miles		<0.25 mil	es	7
		0		1		5		7		
	Proximity of pro	posed project to >=	1 documented pe	edestrian/ bicycle	fatality within past	t 5 years				
Safety (23 Pts Max)	>1.0) miles	0.5-1.	0 miles	0.25 - 0	.5 miles		<0.25 mil	es	10
Safety Pts Má		0		2	5	8		10		
Pre Saf	Is the project loc	ation within 0.5 m	iles of >= 5 pedest	rian/ bicycle <u>injuri</u>	<u>es</u> or <u>fatalities</u> ?					
[23		No	Y	es						3
		0		3						
	Does the propo	osed project have	a positive Crash	1		-		1		
	No	Yes	CRF Value*	Current C	Condition*	Proposed Co	ndition*	Cra	ash Type*	3
	0	3								
er x)	Stress Level base	ed on the functiona	l classification of t	he roadway on wh	nich project is reco	mmended]
Roadway User Stress Level (15 Points Max)			Arte	erial	Colle	ector		Local		
ay î Le	Functional	Highway		s and/or		s and/or		1-2 lanes an		5
dw. oir	classification	<u>Instituty</u>		h and/or	>=35 mp	h and/or	>	>=25 mph an		5
Str 5 F				00 ADT	>=5,00			<5,000 AE	DT	
4 5	Points	0		5	1	.0		15		
ر ns	Total number of	connections the pr	oject creates/imp	roves between des	stinations and with	hin 1/4 mile (1/2 n	ni. for bike pro	ojects) of the	e project. This	
reel	Number of	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	4
etw ina	Points	0	1	2	3	4	5	6	7	
/Be Ma		tions that are con	1		-		<)	1		
te Digi	Destinations	Job/Transit	Food/Dining	<u>Errands</u>	He	alth/ Community		<u>Schools</u>	Parks	12.
> 0 6									2.15	
and 22 P	Points	2.15	2.15	2.15		2.15		2.15	2.15	
nnectivity Betv ect and Destin (22 Pts Max)	Points	sting or planned bu				2.15				
Connectivity Between roject and Destination (22 Pts Max)	Points	sting or planned but > 0.5 Miles			0.5 - 0.25 Miles	2.15		< 0.25 Mil		0
Connectivity Between Project and Destinations (22 Pts Max)	Points	sting or planned bu			0.5 - 0.25 Miles 1	2.15				0
	Points	sting or planned but > 0.5 Miles				2.15		< 0.25 Mil		0
	Points Proximity to exis	sting or planned but > 0.5 Miles	s, BRT, or light rail			2.15		< 0.25 Mil		
	Points Proximity to exis Public combined Rank	sting or planned bu > 0.5 Miles 0	s, BRT, or light rail		1 <4	4 to 8	9 to 12	< 0.25 Mil 2 13 to 16	es 17 to 20	0
Public Connectiv Input Project and (20 Pts (22 P Max)	Points Proximity to exis Public combined	sting or planned bu > 0.5 Miles 0	s, BRT, or light rail		1		9 to 12 10	< 0.25 Mil 2	es	
	Points Proximity to exis Public combined Rank Points	ting or planned bu > 0.5 Miles 0 on-line and in-per	s, BRT, or light rail	line	1 <4 0	4 to 8		< 0.25 Mil 2 13 to 16	es 17 to 20	
	Points Proximity to exis Public combined Rank Points	ting or planned bu > 0.5 Miles 0 on-line and in-per	s, BRT, or light rail son survey rank it abut an existin	line	1 <4 0	4 to 8		< 0.25 Mil 2 13 to 16	es 17 to 20	12
	Points Proximity to exis Public combined Rank Points Is the project inc	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No	s, BRT, or light rail son survey rank it abut an existin Yes	line	1 <4 0	4 to 8		< 0.25 Mil 2 13 to 16	es 17 to 20	
Public Input (20 Pts Max)	Points Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0	s, BRT, or light rail son survey rank it abut an existin Yes 2	line	1 <4 0	4 to 8		< 0.25 Mil 2 13 to 16	es 17 to 20	12
Public Input (20 Pts Max)	Points Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade	s, BRT, or light rail son survey rank it abut an existin Yes 2	lline	1 <4 0	4 to 8 5		< 0.25 Mil 2 13 to 16	es 17 to 20	12
Public Input (20 Pts Max)	Points Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5	s, BRT, or light rail son survey rank it abut an existii Yes 2 ? 5-10	I line ng or programmed 11-15	1 <4 0 I project/DCR 16-20	4 to 8 5		< 0.25 Mil 2 13 to 16	es 17 to 20	12
Public Input (20 Pts Max)	Points Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1	I line ng or programmed 11-15 2	1 <4 0 I project/DCR 16-20 3	4 to 8 5		< 0.25 Mil 2 13 to 16	es 17 to 20	12
Public Input (20 Pts Max)	Points Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1	I line ng or programmed 11-15 2	1 <4 0 I project/DCR 16-20 3 er, etc.)	4 to 8 5 >20 4	10	< 0.25 Mil 2 13 to 16 15	es 17 to 20 20	12 0 0
Public Input (20 Pts Max)	Points Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1	I line ng or programmed 11-15 2	1 4 0 I project/DCR 16-20 3 er, etc.) >7	4 to 8 5 >20 4 7-9	10	< 0.25 Mil 2 13 to 16 15 6	es 17 to 20 20 0-3	12
y Public y (20 Pts Max)	Points Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1	Iline ng or programmed 11-15 2 r, gas, electric, fib	1 <4	4 to 8 5 >20 4	10	< 0.25 Mil 2 13 to 16 15 6	es 17 to 20 20	12 0 0
Public Input (20 Pts Max)	Points Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	I line I	1 <4 0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance	4 to 8 5 >20 4 7-9 1	10	< 0.25 Mil 2 13 to 16 15 6	es 17 to 20 20 0-3	0
Public Input (20 Pts Max)	Points Proximity to exis Proximity to exis Proximity to exis Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Poi	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	I line Ing or programmed 11-15 2 r, gas, electric, fib Ease/cost	1 4 0 I project/DCR 16-20 3 er, etc.) 7 0 t of maintenance High Ease,	4 to 8 5 >20 4 7-9 1 /Low Cost	10	< 0.25 Mil 2 13 to 16 15 6	es 17 to 20 20 0-3	12 0 0
Public Input (20 Pts Max)	Points Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	I line I	1 4 0 I project/DCR 16-20 3 er, etc.) 7 0 t of maintenance High Ease,	4 to 8 5 >20 4 7-9 1	10	< 0.25 Mil 2 13 to 16 15 6	es 17 to 20 20 0-3	0
Public Input (20 Pts Max)	Points Proximity to exis Proximity to exis Proximity to exis Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Poi	ting or planned bu > 0.5 Miles 0 on-line and in-per duded in or does No 0 incorporate shade <5 0 have utility constr traints	s, BRT, or light rail son survey rank it abut an existii Yes 2 ? 5-10 1 aints (water, sewe	I line Ing or programmed 11-15 2 r, gas, electric, fib Ease/cost	1 4 0 I project/DCR 16-20 3 er, etc.) 7 0 t of maintenance High Ease,	4 to 8 5 >20 4 7-9 1 /Low Cost	10	< 0.25 Mil 2 13 to 16 15 6	es 17 to 20 20 0-3	0
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max) Max)	Points Proximity to exis Proximity to exis Proximity to exis Provide the existence of the e	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	I line I	1 4 0 I project/DCR 16-20 3 er, etc.) 7 0 t of maintenance High Ease	4 to 8 5 >20 4 7-9 1 /Low Cost 1	10 4-1 2	< 0.25 Mil 2 13 to 16 15	es 17 to 20 20 0-3	12 0 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max) Max)	Points Proximity to exis Proximity to exis Proximity to exis Provide the existence of the e	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease ing ROW) \$2.5M - \$2.0M	I line I	1 <4 0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease \$1.5M - \$1.0M	4 to 8 5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4 2 <\$50	< 0.25 Mil 2 13 to 16 15 6	es 17 to 20 20 0-3	0
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max) Max)	Points Proximity to exis Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M 0	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	I line I	1 4 0 I project/DCR 16-20 3 er, etc.) 7 0 t of maintenance High Ease	4 to 8 5 >20 4 7-9 1 /Low Cost 1	10 4-1 2	< 0.25 Mil 2 13 to 16 15 6	es 17 to 20 20 0-3	12 0 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max) Max)	Points Proximity to exis Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Estimated total p Cost Poi	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M 0 f required ROW tal	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, 	I line I	1 <4 0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease, \$1.5M - \$1.0M 3	4 to 8 5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K 4	10 4- 2 < \$5(5	< 0.25 Mil 2 13 to 16 15 6 6	es 17 to 20 20 0-3	12 0 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max) Max)	Points Proximity to exis Proximity to exis Proximity to exis Provide the existence Points Does the project inc Points Does the project # of Trees Points Does the project Number of Const Points Estimated total p Cost Points Estimated total p Cost Points Estimated cost o ROW Takes	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M 0 f required ROW tal > \$1.0M	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, bing ROW) \$2.5M - \$2.0M 1 kes \$750K - \$1.0M	I line I	1 <4 0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease \$1.5M - \$1.0M 3 \$250K - \$500K	4 to 8 5 	10 4- 2 <\$50 \$0 \$0	< 0.25 Mil 2 13 to 16 15 6 6	es 17 to 20 20 0-3	12 0 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max) Max)	Points Proximity to exis Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Estimated total p Cost Poi	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M 0 f required ROW tal	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, 	I line I	1 <4 0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease, \$1.5M - \$1.0M 3	4 to 8 5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K 4	10 4- 2 < \$5(5	< 0.25 Mil 2 13 to 16 15 6 6	es 17 to 20 20 0-3	12 0 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max) Max)	Points Proximity to exis Proximity to exis Proximity to exis Provide the existence Points Does the project inc Points Does the project # of Trees Points Does the project Number of Const Points Estimated total p Cost Points Estimated total p Cost Points Estimated cost o ROW Takes	ting or planned bu > 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M 0 f required ROW tal > \$1.0M	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, bing ROW) \$2.5M - \$2.0M 1 kes \$750K - \$1.0M	I line I	1 <4 0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease \$1.5M - \$1.0M 3 \$250K - \$500K 3	4 to 8 5 	10 4- 2 <\$50 \$0 \$0	< 0.25 Mil 2 13 to 16 15 6 6	es 17 to 20 20 0-3	12 0 0 3 1

Van Buren St Sidewalk Widening

	Provimity of prov	posed project to >=	1 documented ne	edestrian/hicycle	niury within nast	5 vears				
		miles		0 miles		0.5 miles		<0.25 mil	es	7
		0		1		5		7		
	Proximity of pro	posed project to >=	1 documented pe	edestrian/ bicycle	fatality within pas	t 5 years				
ax)) miles		0 miles).5 miles		<0.25 mil	es	10
ž č		0		2		8		10		
Safety (23 Pts Max)	Is the project loc	ation within 0.5 m	iles of >= 5 pedest	rian/ bicycle injuri	es or fatalities?					
231		No		es						3
3		0		3						
	Does the propo	sed project have	a positive Crash	Reduction Facto	r (CRF) assigned	by FHWA's Crash	Modification	n Factors C	learinghouse?	
	No	Yes	CRF Value*	Current C		Proposed Co		1	ash Type*	3
	0	3				•				
	Charles I available as									
ax) i	Stress Level base	d on the functiona	1		r · · ·		1			
S S S				erial		ector		Local	1/	
/ay s Lo	Functional	Highway		s and/or		s and/or		1-2 lanes an	-	5
Roadway User Stress Level (15 Points Max)	classification			h and/or		oh and/or	>	=25 mph an		
15 St 80			>10,00			00 ADT		<5,000 AD		
- ::	Points	0		5	1	.0		15		
	Total number of	connections the pr	oiect creates/imp	roves between de	stinations and wit	hin 1/4 mile (1/2 n	i, for bike pro	piects) of the	e project. This	
Connectivity Between Project and Destinations (22 Pts Max)	Number of	1						1		
fie	Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	4
ina (x)	Points	0	1	2	3	4	5	6	7	
iectivity Betv :t and Destin (22 Pts Max)		tions that are conr				-	-	0	,	
f C S	Destinations	Job/Transit	Food/Dining	Errands		alth/ Community	,	Schools	Parks	8.6
and 2 F	Points	2.15	2.15	2.15	<u></u>	2.15		2.15	2.15	0.0
(7 gr		ting or planned bu				2.13		2.15	2.15	
Connectivity Between roject and Destination (22 Pts Max)	TTOXIMILY to EXIS	> 0.5 Miles	s, bitt, of light full		0.5 - 0.25 Miles		1			
ے د		× 0.5 Wines						< 0.25 Mil	es	
		0						< 0.25 Mil	es	1
		0			1			< 0.25 Mil 2	es	1
									es	1
lic ut Pts x)		0 on-line and in-per	son survey rank		1			2	-	
^o ublic Input 20 Pts Max)	Rank		son survey rank		1 <4	4 to 8	9 to 12	2 13 to 16	17 to 20	1
Public Input (20 Pts Max)			son survey rank		1	4 to 8 5	9 to 12 10	2	-	
Public Input (20 Pts Max)	Rank		son survey rank		1 <4			2 13 to 16	17 to 20	
Public Input (20 Pts Max)	Rank Points		·	ng or programmed	1 <4 0			2 13 to 16	17 to 20	16
Public Input (20 Pts Max)	Rank Points	on-line and in-per	·	ng or programmed	1 <4 0			2 13 to 16	17 to 20	
Public Input (20 Pts Max)	Rank Points Is the project inc Points	on-line and in-per luded in or does No 0	it abut an existin Yes 2	ng or programmed	1 <4 0			2 13 to 16	17 to 20	16
	Rank Points Is the project inc Points	on-line and in-per luded in or does No	it abut an existin Yes 2	ng or programmed	1 <4 0			2 13 to 16	17 to 20	16 0
	Rank Points Is the project inc Points	on-line and in-per luded in or does No 0 incorporate shade <5	it abut an existin Yes 2	ng or programmed	1 <4 0			2 13 to 16	17 to 20	16
	Rank Points Is the project inc Points Does the project # of Trees Points	on-line and in-per luded in or does No 0 incorporate shade <5 0	it abut an existin Yes 2 ? 5-10 1	11-15 2	1 <4 0 project/DCR 16-20 3	5		2 13 to 16	17 to 20	16 0
	Rank Points Is the project inc Points Does the project # of Trees Points Does the project	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1	11-15 2	1 <4 0 project/DCR 16-20 3	5	10	2 13 to 16 15	17 to 20	16 0 0
	Rank Points Is the project inc Points Does the project # of Trees Points	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1	11-15 2	1 <4 0 project/DCR 16-20 3	5	10	2 13 to 16 15	17 to 20	16 0
Deliverability/ Constructability (20 Pts (10 Pts Max) Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1	11-15 2 r, gas, electric, fib	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0	5 >20 4	10	2 13 to 16 15	17 to 20 20	16 0 0
	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1	11-15 2 r, gas, electric, fib	1 <4	5 >20 4 7-9	10	2 13 to 16 15	17 to 20 20	16 0 0
	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 c of maintenance	5 >20 4 7-9	10	2 13 to 16 15	17 to 20 20	16 0 0
	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cos	1 <4 0 Project/DCR 16-20 3 er, etc.) >7 0 c of maintenance High Ease	5 >20 4 7-9 1	10	2 13 to 16 15	17 to 20 20	16 0 0 3
	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 rr, gas, electric, fib Ease/cos	1 <4 0 Project/DCR 16-20 3 er, etc.) >7 0 c of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	2 13 to 16 15	17 to 20 20	16 0 0 3
	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 rr, gas, electric, fib Ease/cos	1 <4 0 Project/DCR 16-20 3 er, etc.) >7 0 c of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	2 13 to 16 15	17 to 20 20	16 0 0 3
Deliverability/ Constructability (10 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 rr, gas, electric, fib Ease/cos /High Cost 0	1 <4 0 Project/DCR 16-20 3 er, etc.) >7 0 c of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-6 2	2 13 to 16 15	17 to 20 20	16 0 0 3
Deliverability/ Constructability (10 Pts Max)	Rank Points Is the project incomposition Points Does the project # of Trees Points Does the project of Const Points Points Points Estimated total p Cost	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe Low Ease, mg ROW) \$2.5M - \$2.0M	11-15 2 rr, gas, electric, fib Ease/cos /High Cost 0 \$2.0M - \$1.5M	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 : of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-6 2 <\$50	2 13 to 16 15 5 500K	17 to 20 20	16 0 0 3 1
Deliverability/ Constructability (10 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M 0	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	11-15 2 rr, gas, electric, fib Ease/cos /High Cost 0	1 <4 0 Project/DCR 16-20 3 er, etc.) >7 0 c of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-6 2	2 13 to 16 15 5 500K	17 to 20 20	16 0 0 3 1
Deliverability/ Constructability (10 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points Estimated cost or	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M 0 f required ROW tal	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe Low Ease, Low Ease, \$2.5M - \$2.0M 1 kes	11-15 2 2 2 2 2 2 2 2 4 4 11-15 2 2 4 4 4 2 2 4 4 4 4 4 4 4 4 4 4 4 4 4	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 c of maintenance High Ease \$1.5M - \$1.0M 3	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K 4	10 4-6 2 < \$55 5	2 13 to 16 15	17 to 20 20	16 0 0 3 1 4
Deliverability/ Constructability (10 Pts Max)	Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points	on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M 0	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	11-15 2 rr, gas, electric, fib Ease/cos /High Cost 0 \$2.0M - \$1.5M	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 : of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-6 2 <\$50	2 13 to 16 15 5 5	17 to 20 20	16 0 0 3 1

Total Score

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

Total Score

Van Buren St Pedestrian-Scale Lighting

	a · · · /			/		-				
		posed project to >=) miles		o miles		5 years 1.5 miles		<0.25 mile	20	7
	>1.0	0		1		s miles		<0.25 mile 7	23	,
	Proximity of pro	posed project to >=		=		5		,		
(×) miles	•	0 miles		.5 miles		<0.25 mile	25	10
Ma		0		2		8		10		10
Safety (23 Pts Max)	Is the project loc	ation within 0.5 mi	-			5		10		
53 E S		No	-	es	<u></u> .					3
2		0		3						•
	Does the propo	sed project have	a positive Crash	Reduction Facto	r (CRF) assigned	bv FHWA's Crash	Modificatio	n Factors C	learinghouse?	
	No	Yes	CRF Value*	Current C		Proposed Co			ish Type*	3
	0	3								-
-	Stross Loval base	ed on the functiona	I classification of t	ha raadway an wi	the project is reco	mmandad				
ser el lax)	Stress Level base	a on the functiona	1	erial		ector		Local		
Roadway User Stress Level 15 Points Max	Functional			s and/or		s and/or		1-2 lanes an	d/or	
va) ss L ints	classification	<u>Highway</u>		h and/or		h and/or		=25 mph an		5
Po	classification		>10,00			DO ADT	-	<5,000 AD	-	
Roadway User Stress Level (15 Points Max)	Points	0		5		.0		<5,000 AL 15	· 1	
<u> </u>	Points	U		5	L	.0		15		
s	Total number of	connections the pr	oject creates/imp	roves between de	stinations and with	hin 1/4 mile (1/2 n	ni. for bike pro	ojects) of the	e project. This	
oü	Number of	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	7
we nati	Connections	13	3103		91011	12 (0 14	13 (0 17	18 10 19		· ·
3et stir lax	Points	0	1	2	3	4	5	6	7	
Connectivity Between Project and Destinations (22 Pts Max)		tions that are conr					()	-	1	
tivi Pt	Destinations	Job/Transit	Food/Dining	Errands	He	alth/ Community		<u>Schools</u>	Parks	8.6
ct a (22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
oni	Proximity to exis	sting or planned bu								
			s, bitt, of light rail		0.5.0.25 Miles			10.25 Mil		
Pro		> 0.5 Miles	s, bitt, of light fail		0.5 - 0.25 Miles			< 0.25 Mil	es	2
0 2					0.5 - 0.25 Miles 1			< 0.25 Mil	es	2
		> 0.5 Miles 0							es	2
	Public combined	> 0.5 Miles			1			2		
	Public combined Rank	> 0.5 Miles 0			1 <4	4 to 8	9 to 12	2 13 to 16	17 to 20	2
Public Co Input (20 Pts Max)	Public combined	> 0.5 Miles 0			1	4 to 8 5	9 to 12 10	2		
	Public combined Rank Points	> 0.5 Miles 0	son survey rank		1 <4 0			2 13 to 16	17 to 20	
	Public combined Rank Points	> 0.5 Miles 0	son survey rank		1 <4 0			2 13 to 16	17 to 20	18
	Public combined Rank Points Is the project inc	> 0.5 Miles 0 on-line and in-per duded in or does No	son survey rank it abut an existir Yes		1 <4 0			2 13 to 16	17 to 20	
Public Input (20 Pts Max)	Public combined Rank Points Is the project inc Points	> 0.5 Miles 0 on-line and in-per luded in or does No 0	son survey rank it abut an existir Yes 2		1 <4 0			2 13 to 16	17 to 20	18
Public Input (20 Pts Max)	Public combined Rank Points Is the project inc Points Does the project	> 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade	son survey rank it abut an existir Yes 2 ?	ng or programmed	1 <4 0 project/DCR	5		2 13 to 16	17 to 20	18
Public Input (20 Pts Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees	> 0.5 Miles 0 I on-line and in-per luded in or does No 0 incorporate shade <5	son survey rank it abut an existin Yes 2 ? 5-10	ng or programmed	1 <4 0 project/DCR 16-20	5		2 13 to 16	17 to 20	18
Public Input (20 Pts Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points	> 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0	son survey rank it abut an existir Yes 2 ? 5-10 1	ng or programmed	1 <4 0 project/DCR 16-20 3	5		2 13 to 16	17 to 20	18
Public Input (20 Pts Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project	> 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existir Yes 2 ? 5-10 1	ng or programmed	1 <4	5 >20 4	10	2 13 to 16 15	17 to 20 20	0
Public Input (20 Pts Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const	> 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existir Yes 2 ? 5-10 1	ng or programmed	1 <4 0 project/DCR 16-20 3 er, etc.) >7	5 >20 4 7-9	10	2 13 to 16 15	17 to 20 20 0-3	18
y Public Input (20 Pts Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project	> 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existir Yes 2 ? 5-10 1	ng or programmed 11-15 2 r, gas, electric, fib	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0	5 >20 4	10	2 13 to 16 15	17 to 20 20	18 0 0
Public Input (20 Pts Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const	> 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	ng or programmed 11-15 2 r, gas, electric, fib Ease/cos	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 c of maintenance	5 >20 4 7-9 1	10	2 13 to 16 15	17 to 20 20 0-3	18 0 0 3
Public Input (20 Pts Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points	> 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 c of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	2 13 to 16 15	17 to 20 20 0-3	18 0 0
Public Input (20 Pts Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const	> 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	ng or programmed 11-15 2 r, gas, electric, fib Ease/cos	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 c of maintenance High Ease	5 >20 4 7-9 1	10	2 13 to 16 15	17 to 20 20 0-3	18 0 0 3
Public Input (20 Pts Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points	> 0.5 Miles 0 I on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 c of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	2 13 to 16 15	17 to 20 20 0-3	18 0 0 3
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p	> 0.5 Miles 0 I on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, ()	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost (High Cost 0	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-6 2	2 13 to 16 15	17 to 20 20 0-3	18 0 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost	> 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 : of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-t 2 < \$50	2 13 to 16 15 5 500K	17 to 20 20 0-3	18 0 0 3
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Points Estimated total p Cost Points	> 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M 0	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, () () () () () () () () () ()	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost (High Cost 0	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-6 2	2 13 to 16 15 5 500K	17 to 20 20 0-3	18 0 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points Estimated cotal p	> 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade < <5 0 have utility constr traints project cost (includ >\$2.5M 0 f required ROW tal	son survey rank it abut an existin Yes 2 7 5-10 1 aints (water, sewe Low Ease, () ing ROW) \$2.5M - \$2.0M 1 kes	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M 2	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 of maintenance High Ease \$1.5M - \$1.0M 3	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K 4	10 4-4 2 <\$50 5	2 13 to 16 15 5 5	17 to 20 20 0-3	18 0 0 3 1 3
Deliverability/ Public Deliverability/ Input Constructability (20 Pts (10 Pts Max) Max)	Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Points Points Estimated total p Cost Points	> 0.5 Miles 0 on-line and in-per luded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includ >\$2.5M 0	son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease, () () () () () () () () () ()	ng or programmed 11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M	1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 : of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-t 2 < \$50	2 13 to 16 15 6	17 to 20 20 0-3	18 0 0 3 1

Total Score

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

Total Score 80

Enhanced Bus Shelters

	Proximity of pro	posed project to >=	1 documented pe	destrian/ bicycle i	injury within past	5 years				
	>1.0) miles	0.5-1.0) miles	0.25 - 0).5 miles		<0.25 mile	es	7
		0		1		5		7		
	Proximity of pro	posed project to >=	1 documented pe	destrian/ bicycle	fatality within pas	t 5 years				
ax)	>1.0) miles	0.5-1.0) miles	0.25 - 0).5 miles		<0.25 mile	es	10
Z Z		0		2		8		10		
Safety (23 Pts Max)	Is the project loc	ation within 0.5 m	iles of >= 5 pedest	rian/ bicycle <u>injuri</u>	es or fatalities?					
53	· · · · · ·	No	Y	es						3
<u> </u>		0		3						
	Does the propo	sed project have	a positive Crash	Reduction Facto	r (CRF) assigned	by FHWA's Crasl	n Modificatio	n Factors C	learinghouse?	
	No	Yes	CRF Value*	Current C	Condition*	Proposed C	ondition*	Cra	ish Type*	3
	0	3								
	·									
	Stross Lovel base	d on the functiona	I classification of t	he roadway on wi	hich project is rec	mmended				
el lax				erial		ector	1	Local		
⊃ s S	Functional			s and/or		es and/or		1-2 lanes an	d/or	
Roadway User Stress Level (15 Points Max)	classification	Highway	>40 mpl			oh and/or		>=25 mph an	-	5
Po	classification		>10,00			00 ADT		<5,000 AD		
Ro 15	Points	0	>10,00		,	10		15	,1	
_	FUILLS	0		,	-	10		15		
Connectivity Between Project and Destinations (22 Pts Max)	Connections Points	<3 0	3 to 5	6 to 8	9 to 11 3	12 to 14	15 to 17 5	18 to 19 6	20+	5
y B Desi		tions that are con			-	elected in this bloc	-		· ·	
ivit Pts	Destinations	Job/Transit	Food/Dining	Errands	He	ealth/ Community		Schools	Parks	12.9
ecti 22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
) ect	Proximity to exis	ting or planned bu	s, BRT, or light rail	line	•					
S įs		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mil	es	2
ц.		0			1			2		
<u>и п М</u> –	Public combined	on-line and in-per	son survev rank							
Public Input (20 Pts Max)	Rank				<4	4 to 8	9 to 12	13 to 16	17 to 20	6
2 L L L	Points				0	5	10	15	20	
									-	
	Is the project inc	luded in or does	it abut an evistir	a or programmed	nroject/DCR					
	is the project life	No	Yes	-5 or programmed	. p. oject, ben					0
	Points	0	2							Ŭ
. >		incorporate shade								
Deliverability/ Constructability (10 Pts Max)	# of Trees	<5	5-10	11-15	16-20	>20				0
Dil Na	Points	0	1	2	3	4	1			Ů
era ruc		have utility constr								
Deliverability/ Constructabilit (10 Pts Max)	Number of Const		amo (water, sewe		>7	7-9	4-	6	0-3	3
a g T	Points				0	1	2		3	
U	r onits			Ease/cost	t of maintenance				3	
Ū			Low Ease		t of maintenance High Ease	e/Low Cost				1

	Estimated total p	roject cost (includi	ng ROW)					
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	4
≥ _{st}	Points	0	1	2	3	4	5	
Br C	Estimated cost of	required ROW tal	kes					
(10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
Ŭ	Points	0	1	2	3	4	5	

1

Total Score

0

Points

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

Total Score 71

Van Buren Street Curb Ramps

	Proximity of pro	posed project to >=	I documented period	edestrian/ bicycle	njury within past	5 years				
) miles		0 miles).5 miles		<0.25 mil	es	7
		0		1		5		7		
	Proximity of pro	posed project to >=	1 documented pe	edestrian/ bicycle	fatality within pas	t 5 years				
(xe	>1.0) miles	0.5-1.	0 miles	0.25 - 0).5 miles		<0.25 mil	es	10
ξ		0		2		8		10		-
Safety (23 Pts Max)	Is the project loc	ation within 0.5 mi	iles of >= 5 pedest	rian/ bicvcle iniuri	es or fatalities?	-				
3 I S		No		es						3
5		0		3						5
		osed project have		-	r (CBE) accigned	by EUMA's Crash	Modification	a Eactors C	loaringhouso?	
				Current C					-	3
	No	Yes	CRF Value*	Current C	ondition	Proposed Co	maition	Ura	ash Type*	
	0	3								
	Stress Level base	ed on the functiona	l classification of t	he roadwav on wl	nich project is reco	mmended				
lay el sei				erial		ector		Local		
∪ ^ s Z V U	Functional			s and/or		s and/or		1-2 lanes an	d/or	
toadway Use Stress Level .5 Points Ma	classification	<u>Highway</u>		h and/or		oh and/or		=25 mph an		5
Poi	ciassification								-	
Roadway User Stress Level (15 Points Max)	<u> </u>		>10,00		,	DO ADT		<5,000 AD	ות	
- ::	Points	0		5	1	.0		15		
	-		//							-
S		connections the pr	oject creates/imp	roves between de	stinations and with	nin 1/4 mile (1/2 n	ni. for bike pro	ojects) of the	e project. This	
ior	Number of	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	4
we nati	Connections		5105	0100	5 (0 11	12 (0 14	15 10 17	10 10 15	201	
stir ax	Points	0	1	2	3	4	5	6	7	
lectivity Betw t and Destina (22 Pts Max)	Select all destina	ations that are conn	nected to one anot	her by the project	(sum all points se	lected in this block	c)			
Pts Pts	Destinations	Job/Transit	Food/Dining	Errands	He	ealth/ Community		Schools	Parks	6.45
								3010013	FAINS	
S e S	Points	2.15	2.15	2.15		2.15		2.15	2.15	0.15
ect a (22	Points Proximity to exis									0.15
Connec roject a (23		sting or planned bu					[2.15	2.15	0
Connectivity Between Project and Destinations (22 Pts Max)		sting or planned bu > 0.5 Miles			0.5 - 0.25 Miles			2.15 < 0.25 Mil	2.15	
Connec Project a (23		sting or planned bu						2.15	2.15	
	Proximity to exis	sting or planned bu > 0.5 Miles 0	s, BRT, or light rail		0.5 - 0.25 Miles			2.15 < 0.25 Mil	2.15	
	Proximity to exis	sting or planned bu > 0.5 Miles	s, BRT, or light rail		0.5 - 0.25 Miles			2.15 < 0.25 Mil 2	2.15	0
	Proximity to exis	sting or planned bu > 0.5 Miles 0	s, BRT, or light rail		0.5 - 0.25 Miles		9 to 12	2.15 < 0.25 Mil	2.15	
	Proximity to exis	sting or planned bu > 0.5 Miles 0	s, BRT, or light rail		0.5 - 0.25 Miles 1	2.15	9 to 12 10	2.15 < 0.25 Mil 2	2.15 es	0
	Proximity to exis Public combined Rank	sting or planned bu > 0.5 Miles 0	s, BRT, or light rail		0.5 - 0.25 Miles 1 <4	2.15 4 to 8		2.15 < 0.25 Mil 2 13 to 16	2.15 es 17 to 20	0
	Proximity to exis	ting or planned bu > 0.5 Miles 0 I on-line and in-per	s, BRT, or light rail	line	0.5 - 0.25 Miles 1 <4 0	2.15 4 to 8		2.15 < 0.25 Mil 2 13 to 16	2.15 es 17 to 20	0
	Proximity to exis	sting or planned bu > 0.5 Miles 0 I on-line and in-pers	s, BRT, or light rai son survey rank it abut an existin	line	0.5 - 0.25 Miles 1 <4 0	2.15 4 to 8		2.15 < 0.25 Mil 2 13 to 16	2.15 es 17 to 20	0
	Proximity to exis	ting or planned bu > 0.5 Miles 0 I on-line and in-pers luded in or does No	s, BRT, or light rail son survey rank it abut an existin Yes	line	0.5 - 0.25 Miles 1 <4 0	2.15 4 to 8		2.15 < 0.25 Mil 2 13 to 16	2.15 es 17 to 20	0
Public Input (20 Pts Max)	Proximity to exis	sting or planned bu > 0.5 Miles 0 I on-line and in-per- cluded in or does No 0	s, BRT, or light rail son survey rank it abut an existin Yes 2	line	0.5 - 0.25 Miles 1 <4 0	2.15 4 to 8		2.15 < 0.25 Mil 2 13 to 16	2.15 es 17 to 20	0
Public Input (20 Pts Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 on-line and in-per- cluded in or does No 0 incorporate shade	s, BRT, or light rail son survey rank it abut an existin Yes 2 ?	line	0.5 - 0.25 Miles 1 <4 0 project/DCR	2.15		2.15 < 0.25 Mil 2 13 to 16	2.15 es 17 to 20	0
Public Input (20 Pts Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 I on-line and in-pers uded in or does No 0 incorporate shade <5	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10	line ng or programmed 11-15	0.5 - 0.25 Miles 1 <4 0 project/DCR 16-20	2.15 4 to 8 5 >20		2.15 < 0.25 Mil 2 13 to 16	2.15 es 17 to 20	0
Public Input (20 Pts Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 on-line and in-pers luded in or does No 0 incorporate shade <5 0	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1	line ng or programmed 11-15 2	0.5 - 0.25 Miles 1 <4 0 project/DCR 16-20 3	2.15		2.15 < 0.25 Mil 2 13 to 16	2.15 es 17 to 20	0
Public Input (20 Pts Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 I on-line and in-pers uded in or does No 0 incorporate shade <5	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1	line ng or programmed 11-15 2	0.5 - 0.25 Miles 1 <4 0 project/DCR 16-20 3	2.15 4 to 8 5 >20		2.15 < 0.25 Mil 2 13 to 16	2.15 es 17 to 20	0
Public Input (20 Pts Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 on-line and in-persident cluded in or does No 0 incorporate shade <5 0 have utility constri	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1	line ng or programmed 11-15 2	0.5 - 0.25 Miles 1 <4 0 project/DCR 16-20 3	2.15 4 to 8 5 >20		2.15 < 0.25 Mil 2 13 to 16 15	2.15 es 17 to 20	0
	Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project	ting or planned bu > 0.5 Miles 0 on-line and in-persident cluded in or does No 0 incorporate shade <5 0 have utility constri	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1	line ng or programmed 11-15 2	0.5 - 0.25 Miles 1 <4 0 project/DCR 16-20 3 er, etc.)	2.15 4 to 8 5 >20 4	10	2.15 < 0.25 Mil 2 13 to 16 15	2.15 es 17 to 20 20	0
Public Input (20 Pts Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 on-line and in-persident cluded in or does No 0 incorporate shade <5 0 have utility constri	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1	line ng or programmed 11-15 2 r, gas, electric, fib	0.5 - 0.25 Miles 1 4<br 0 project/DCR 16-20 3 er, etc.) >7 0	2.15 4 to 8 5 >20 4 7-9	10	2.15 < 0.25 Mil 2 13 to 16 15	2.15 es 17 to 20 20 0-3	0
Public Input (20 Pts Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 on-line and in-persident cluded in or does No 0 incorporate shade <5 0 have utility constri	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	line ng or programmed 11-15 2 r, gas, electric, fib Ease/cos	0.5 - 0.25 Miles 1 4<br 0 project/DCR 16-20 3 er, etc.) >7 0 c of maintenance	2.15 4 to 8 5 >20 4 7-9 1	10	2.15 < 0.25 Mil 2 13 to 16 15	2.15 es 17 to 20 20 0-3	0
rubut Input (20 Pts Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 on-line and in-persident cluded in or does No 0 incorporate shade <5 0 have utility constri	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	line Ing or programmed Ing or programmed Ing a programmed	0.5 - 0.25 Miles 1 4<br 0 project/DCR 16-20 3 er, etc.) >7 0 cof maintenance High Ease	2.15 4 to 8 5 >20 4 7-9 1 /Low Cost	10	2.15 < 0.25 Mil 2 13 to 16 15	2.15 es 17 to 20 20 0-3	0
rubut Input (20 Pts Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 on-line and in-persident cluded in or does No 0 incorporate shade <5 0 have utility constri	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	line ng or programmed 11-15 2 r, gas, electric, fib Ease/cos	0.5 - 0.25 Miles 1 4<br 0 project/DCR 16-20 3 er, etc.) >7 0 cof maintenance High Ease	2.15 4 to 8 5 >20 4 7-9 1	10	2.15 < 0.25 Mil 2 13 to 16 15	2.15 es 17 to 20 20 0-3	0
Public Input (20 Pts Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 on-line and in-persident cluded in or does No 0 incorporate shade <5 0 have utility constri	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	line Ing or programmed Ing or programmed Ing a programmed	0.5 - 0.25 Miles 1 4<br 0 project/DCR 16-20 3 er, etc.) >7 0 cof maintenance High Ease	2.15 4 to 8 5 >20 4 7-9 1 /Low Cost	10	2.15 < 0.25 Mil 2 13 to 16 15	2.15 es 17 to 20 20 0-3	0
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 on-line and in-persident cluded in or does No 0 incorporate shade <5 0 have utility constri	s, BRT, or light rail son survey rank it abut an existii Yes 2 ? 5-10 1 aints (water, sewe	line Ing or programmed Ing or programmed Ing a programmed	0.5 - 0.25 Miles 1 4<br 0 project/DCR 16-20 3 er, etc.) >7 0 cof maintenance High Ease	2.15 4 to 8 5 >20 4 7-9 1 /Low Cost	10	2.15 < 0.25 Mil 2 13 to 16 15	2.15 es 17 to 20 20 0-3	0
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 I on-line and in-pers luded in or does No 0 incorporate shade <5 0 have utility constri	s, BRT, or light rail son survey rank it abut an existii Yes 2 ? 5-10 1 aints (water, sewe	line Ing or programmed Ing or programmed Ing a programmed	0.5 - 0.25 Miles 1 4<br 0 project/DCR 16-20 3 er, etc.) >7 0 cof maintenance High Ease	2.15 4 to 8 5 >20 4 7-9 1 /Low Cost	10	2.15 < 0.25 Mil 2 13 to 16 15	2.15 es 17 to 20 20 0-3	0
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Proximity to exis	ting or planned bu > 0.5 Miles 0 on-line and in-pers cluded in or does No 0 incorporate shade <5 0 have utility constru- traints project cost (includi	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewe Low Ease ing ROW) \$2.5M - \$2.0M	line Ing or programmed 11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M	0.5 - 0.25 Miles 1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 : of maintenance High Ease \$1.5M - \$1.0M	2.15 4 to 8 5 >20 4 7-9 1 /Low Cost 1	10 4-4 2	2.15 < 0.25 Mil 2 13 to 16 15 5 5	2.15 es 17 to 20 20 0-3	0 10 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Estimated total p Cost Points	ting or planned bu > 0.5 Miles 0 on-line and in-persi- cluded in or does No 0 incorporate shade <5 0 incorporate shade incorporate shade incorporate shade incorporate shade 0 incorporate shade incorporate sh	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewee Low Ease, ing ROW) \$2.5M - \$2.0M 1	line ing or programmed ing or programmed ing a programmed ing a programmed ing a programmed ing a programmed programmed ing a programmed progra	0.5 - 0.25 Miles 1 4<br 0 project/DCR 16-20 3 er, etc.) >7 0 c of maintenance High Ease	2.15 4 to 8 5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-4 2 <\$50	2.15 < 0.25 Mil 2 13 to 16 15 5 5	2.15 es 17 to 20 20 0-3	0 10 0 3 1
Deliverability/ Public Constructability (20 Pts (10 Pts Max) Max)	Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Estimated total p Cost Points Estimated cost of	ting or planned bu > 0.5 Miles 0 on-line and in-persi- luded in or does No 0 incorporate shade <5 0 have utility construction traints project cost (includi >\$2.5M 0 f required ROW tal	s, BRT, or light rail son survey rank it abut an existin Yes 2 7 5-10 1 aints (water, sewe Low Ease, ing ROW) \$2.5M - \$2.0M 1 kes	line Ing or programmed 11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M 2	0.5 - 0.25 Miles 1 4<br 0 project/DCR 16-20 3 er, etc.) >7 0 c of maintenance High Ease \$1.5M - \$1.0M 3	2.15 4 to 8 5 20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K 4	10 4-1 2 <\$5(5	2.15 < 0.25 Mil 2 13 to 16 15	2.15 es 17 to 20 20 0-3	0 10 0 3 1
Deliverability/ Public Input Constructability (20 Pts (20 Pts Max) Max) Max)	Proximity to exis Proximity to exis Public combined Rank Points Is the project inc Points Does the project # of Trees Points Does the project Number of Const Points Estimated total p Cost Points	ting or planned bu > 0.5 Miles 0 on-line and in-persi- cluded in or does No 0 incorporate shade <5 0 incorporate shade incorporate shade incorporate shade incorporate shade 0 incorporate shade incorporate sh	s, BRT, or light rail son survey rank it abut an existin Yes 2 ? 5-10 1 aints (water, sewee Low Ease, ing ROW) \$2.5M - \$2.0M 1	line Ing or programmed 11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M	0.5 - 0.25 Miles 1 <4 0 project/DCR 16-20 3 er, etc.) >7 0 : of maintenance High Ease \$1.5M - \$1.0M	2.15 4 to 8 5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-4 2 <\$50	2.15 < 0.25 Mil 2 13 to 16 15 5 5	2.15 es 17 to 20 20 0-3	0 10 0 3 1

Total Score

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

Total Score

35th Avenue Curb Ramps

	>1.0	miles	0.5-1.0) miles	0.25 - 0	.5 miles	<0.25 miles	7
		0	:	1	,	5	7	
	Proximity of prop	oosed project to >	= 1 documented pe	destrian/ bicycle f	atality within past	5 years		
ax)	>1.0	miles	0.5-1.0) miles	0.25 - 0	.5 miles	<0.25 miles	2
Pts Max)		0	:	2	8	3	10	
F.	Is the project loca	ation within 0.5 m	iles of >= 5 pedest	rian/ bicycle <u>injuri</u> e	es or fatalities?			
(23	١	10	Y	es				0
-		0	:	3				
	Does the propo	sed project have	a positive Crash	Reduction Factor	r (CRF) assigned I	oy FHWA's Crash Mo	dification Factors Clearinghouse?	
	No	Yes	CRF Value*	Current C	ondition*	Proposed Condit	ion* Crash Type*	3
	0	3						

Г	r x)	Stress Level base	d on the functiona	l classification of the roadway on wh	nich project is recommended		
	Jse vel Ma			Arterial	Collector	Local	
	ay I Le ^r ts I	Functional	Highway	5-6 lanes and/or	3-4 lanes and/or	1-2 lanes and/or	-
	łwa ess oin	classification	<u>Highway</u>	>40 mph and/or	>=35 mph and/or	>=25 mph and/or	5
	oac Stre 5 P			>10,000 ADT	>=5,000 ADT	<5,000 ADT	
	R (1	Points	0	5	10	15	

10	Total number of o	connections the pr	oject creates/impi	roves between des	tinations and wit	hin 1/4 mile (1/2 n	ni. for bike pro	ojects) of the	e project. This	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	5
	Points	0	1	2	3	4	5	6	7	
E Des	Select all destinat	ions that are conn	ected to one anot	her by the project	(sum all points se	lected in this block	<)			
Preizi	Destinations	Job/Transit	Food/Dining	Errands	He	alth/ Community		Schools	Parks	6.45
t al (22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
	Proximity to exist	ing or planned bu	s, BRT, or light rail	line						
2 2		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	es	2
-		0			1			2		

ic.	÷ts	Public combined on-line and in-person survey rank						
ldu	n dr Vax	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	10
Ы	2 0 2	Points	0	5	10	15	20	

	Is the project incl	uded in or does	it abut an existir	ng or programmed	project/DCR				
		No	Yes						0
	Points	0	2						
<u></u> , ≩ _	Does the project	incorporate shade	?						
erability/ uctability ts Max)	# of Trees	<5	5-10	11-15	16-20	>20			0
abi cta	Points	0	1	2	3	4			
	Does the project	have utility constru	aints (water, sewe	r, gas, electric, fib	er, etc.)				
Delive Constr (10 F	Number of Const	raints			>7	7-9	4-6	0-3	3
_ S _	Points				0	1	2	3	
				Ease/cost	t of maintenance				
			Low Ease	/High Cost	High Ease	/Low Cost			1
	Points		(2		1			

	Estimated total p	roject cost (includi	ng ROW)					
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	5
≤ st	Points	0	1	2	3	4	5	
Bt C	Estimated cost of	required ROW tal	(es					
(10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
	Points	0	1	2	3	4	5	

Total Score

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

Total Score 58

27th Ave Curb Ramps

	Proximity of prop	nosed project to >-	- 1 documented ne	doctrian/hicyclo	injury within nact	5 voars				
) miles		0 miles		0.5 miles		<0.25 mile	S	7
		0		1		5		7		
	Proximity of prov	posed project to >=	= 1 documented pe	edestrian/ bicycle	fatality within pas	t 5 years				
ax)	>1.0) miles	0.5-1.	0 miles	0.25 - 0).5 miles		<0.25 mile	S	2
R t		0		2		8		10		
Safety (23 Pts Max)	Is the project loc	ation within 0.5 m	iles of >= 5 pedest	rian/ bicycle <u>injuri</u>	<u>es</u> or <u>fatalities</u> ?					
[23	1	No	Y	es						0
-		0		3						
	Does the propo	osed project have							-	
	No	Yes	CRF Value*	Current C	Condition*	Proposed Co	ndition*	Cra	sh Type*	3
	0	3								
x)	Stress Level base	ed on the functiona	l classification of t	he roadway on wl	nich project is reco	ommended				
Use Ma			Arte	erial	Coll	ector		Local		
ay I Le	Functional	Highway	5-6 lane	s and/or	3-4 lane	s and/or		1-2 lanes and	l/or	5
toadway Use Stress Level L5 Points Ma	classification	<u>ingrivay</u>		h and/or		oh and/or	>	=25 mph and		5
Roadway User Stress Level (15 Points Max)		<u> </u>		DO ADT		00 ADT		<5,000 AD	Т	
R (1	Points	0		5	1	.0		15		
	Total number of	connections the pr	oiect creates/imn	roves hetween de	stinations and wit	hin 1/4 mile (1/2 n	ni for hike pro	piects) of the	project This	
u si	Number of					1111 1/ 4 IIIIC (1/ 2 II		Jeeus, or the	projecti mis	
/ee	Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	3
etv ax)	Points	0	1	2	3	4	5	6	7	
iectivity Betw :t and Destina (22 Pts Max)		ations that are conr				lected in this block				
Nit d D Pts	Destinations	Job/Transit	Food/Dining	Errands		alth/ Community	•	Schools	Parks	2.15
ecti 22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
Connectivity Between Project and Destinations (22 Pts Max)	Proximity to exis	sting or planned bu	ned bus, BRT, or light rail line							
S 2		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	25	2
-		0			1			2		
) tr t	Public combined	on line and in nor	son survey rank							
		on-line and m-per								
7 2 0 2	Rank	on-line and m-per			<4	4 to 8	9 to 12	13 to 16	17 to 20	10
Public Input (20 Pts Max)	Rank Points				<4 0	4 to 8 5	9 to 12 10	13 to 16 15	17 to 20 20	10
Pu Ini Mi										10
ри 11 20 20	Points			ng or programmed	0					10
Pu 1ni Mi	Points	cluded in or does		ng or programmed	0					10
Pu 1n1 20	Points	luded in or does	it abut an existi	ng or programmed	0					
	Points Is the project incl Points	cluded in or does	it abut an existin Yes 2	ng or programmec	0					
	Points Is the project incl Points	cluded in or does	it abut an existin Yes 2	ng or programmed	0					-
	Points Is the project incl Points Does the project	luded in or does No 0 incorporate shade	it abut an existi Yes 2		0 I project/DCR	5				0
	Points Is the project incl Points Does the project # of Trees Points Does the project	luded in or does No incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1	11-15 2	0 project/DCR 16-20 3	5 >20 4	10	15	20	0
	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const	luded in or does No incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1	11-15 2	0 I project/DCR 16-20 3 er, etc.) >7	5 >20 4 7-9	10	15	20	0
	Points Is the project incl Points Does the project # of Trees Points Does the project	luded in or does No incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1	11-15 2 r, gas, electric, fib	0 project/DCR 16-20 3 er, etc.) >7 0	5 >20 4	10	15	20	0
	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const	luded in or does No incorporate shade <5 0 have utility constr	it abut an existin Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cos	0 1 project/DCR 16-20 3 er, etc.) >7 0 t of maintenance	5 >20 4 7-9 1	10	15	20	0 0 3
	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points	luded in or does No incorporate shade <5 0 have utility constr	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	15	20	0
	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const	luded in or does No incorporate shade <5 0 have utility constr	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cos	0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease	5 >20 4 7-9 1	10	15	20	0 0 3
	Points Is the project incomposition Points Does the project # of Trees Points Does the project Number of Const Points Poi	Iuded in or does No incorporate shade <5 0 have utility constr traints	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost	0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease	5 >20 4 7-9 1 /Low Cost	10	15	20	0 0 3
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p	Iuded in or does No incorporate shade <5 0 shave utility constr traints	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0	0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-4 2	5	20	0 0 3 1
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost	Iuded in or does No 0 incorporate shade <5 0 shave utility constr traints project cost (includi >\$2.5M	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe Low Ease, ing ROW) \$2.5M - \$2.0M	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M	0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-1 2 < \$50	15 5 DOK	20	0 0 3
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points	Iuded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (include >\$2.5M 0	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0	0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease	5 >20 4 7-9 1 /Low Cost 1	10 4-4 2	15 5 DOK	20	0 0 3 1
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points Estimated total p Estimated cost of	Iuded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (includi >\$2.5M 0 f required ROW tal	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe Low Ease, Low Ease, \$2.5M - \$2.0M 1 kes	11-15 2 r, gas, electric, fib Ease/cost 0 \$2.0M - \$1.5M 2	0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease \$1.5M - \$1.0M 3	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K 4	10 4-1 2 <\$55 5	15 5 DOK	20	0 0 3 1 5
Deliverability/ Constructability (10 Pts Max)	Points Is the project incl Points Does the project # of Trees Points Does the project Number of Const Points Points Estimated total p Cost Points	Iuded in or does No 0 incorporate shade <5 0 have utility constr traints project cost (include >\$2.5M 0	it abut an existii Yes 2 ? 5-10 1 aints (water, sewe Low Ease,	11-15 2 r, gas, electric, fib Ease/cost /High Cost 0 \$2.0M - \$1.5M	0 I project/DCR 16-20 3 er, etc.) >7 0 t of maintenance High Ease \$1.5M - \$1.0M	5 >20 4 7-9 1 /Low Cost 1 \$1.0M - \$500K	10 4-1 2 < \$50	15 5 DOK	20	0 0 3 1

Total Score

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

Total Score

31st Ave Curb Ramps

	Proximity of pro	posed project to >	= 1 documented ped	lestrian/ bicycle <u>in</u>	<u>ijury</u> within pas	t 5 years			
	>1.0) miles	0.5-1.0 (miles	0.25 -	0.5 miles	<	0.25 miles	7
		0	1			5		7	
	Proximity of pro	posed project to >	= 1 documented ped	lestrian/ bicycle fa	atality within pa	st 5 years			
ax)	>1.0) miles	0.5-1.0 (miles	0.25 -	0.5 miles	<	0.25 miles	2
ΣĘ		0	2			8		10	
Safety (23 Pts Max)	Is the project loc	ation within 0.5 m	iles of >= 5 pedestria	an/ bicycle <u>injurie</u>	s or fatalities?				
33	1	No	Yes	5					0
0		0	3						
	Does the propo	sed project have	a positive Crash R	eduction Factor	(CRF) assigned	l by FHWA's Crash N	Aodification Fa	ctors Clearinghouse?	
	No	Yes	CRF Value*	Current Co	ondition*	Proposed Cond	dition*	Crash Type*	3
	0	3							

- 7	Stress Level base	u on the functiona	i classification of the roadway on wi	lich project is recommended			
use Vel			Arterial	Collector	Local		
ay l Le	Functional	Highway	5-6 lanes and/or	3-4 lanes and/or	1-2 lanes and/or	10	
dwa ess oin	classification	<u>Highway</u>	>40 mph and/or	>=35 mph and/or	>=25 mph and/or	10	
Str 5 P			>10,000 ADT	>=5,000 ADT	<5,000 ADT		
(1 R	Points	0	5	10	15		

10	Total number of o	connections the pr	oject creates/impi	roves between des	tinations and wit	hin 1/4 mile (1/2 n	ni. for bike pro	ojects) of the	e project. This	
	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	4
	Points	0	1	2	3	4	5	6	7	
B Des R	Select all destinat	tions that are conn	ected to one anot	her by the project	(sum all points se	lected in this block	<)			
Preizi	Destinations	Job/Transit	Food/Dining	Errands	He	alth/ Community		Schools	Parks	4.3
t ai (22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
jec	Proximity to exist	ting or planned bu	s, BRT, or light rail	line						
S 2		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	es	2
		0			1			2		

ic.	÷ts	Public combined on-line and in-person survey rank						
ldu	n dr Vax	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	10
Ы	2 0 2	Points	0	5	10	15	20	

	Is the project incl	uded in or does	it abut an existir	ng or programmed	project/DCR				
		No	Yes						0
	Points	0	2						
<u></u> , ≩ _	Does the project	incorporate shade	?						
erability/ uctability ts Max)	# of Trees	<5	5-10	11-15	16-20	>20			0
abi cta	Points	0	1	2	3	4			
	Does the project	have utility constru	aints (water, sewe	r, gas, electric, fib	er, etc.)				
Delive Constr (10 F	Number of Const	raints			>7	7-9	4-6	0-3	3
_ S _	Points				0	1	2	3	
				Ease/cost	t of maintenance				
			Low Ease	/High Cost	High Ease	/Low Cost			1
	Points		(2		1			

	Estimated total p	roject cost (includi	ng ROW)					
ax)	Cost	>\$2.5M	\$2.5M - \$2.0M	\$2.0M - \$1.5M	\$1.5M - \$1.0M	\$1.0M - \$500K	< \$500K	5
≤ st	Points	0	1	2	3	4	5	
Bt C	Estimated cost of	required ROW tal	(es					
(10	ROW Takes	> \$1.0M	\$750K - \$1.0M	\$500K - \$750K	\$250K - \$500K	\$250K - >\$0	\$0	5
	Points	0	1	2	3	4	5	

Total Score

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

Total Score 60

Roosevelt St Curb Ramps

	Proximity of pro	posed project to >	= 1 documented pe	destrian/ bicycle	njury within past	5 years						
	>1.() miles	0.5-1.	0 miles	0.25 - 0).5 miles		<0.25 mile	es	7		
		0		1		5		7				
_	Proximity of pro	posed project to >	= 1 documented pe	edestrian/ bicycle	f <u>atality</u> within pas	t 5 years						
Safety (23 Pts Max)	>1.0) miles	0.5-1.	0 miles	0.25 - 0	0.5 miles		<0.25 mile	es	2		
Safety 8 Pts Ma		0		2		8		10				
Pt: Saf	Is the project loc	ation within 0.5 m	niles of >= 5 pedest	rian/ bicycle <u>injuri</u>	es or fatalities?							
53		No	Y	es						0		
-		0		3								
	Does the propo	osed project have	e a positive Crash			by FHWA's Crash	Modificatio	n Factors Cl	earinghouse?			
	No	Yes	CRF Value*	Current C	ondition*	Proposed Co	ondition*	Cra	sh Type*	3		
	0	3										
-	Stress Level base	ed on the function	al classification of t	he roadway on wl	nich project is reco	ommended						
vel Va			Art	erial	Coll	ector		Local				
ts r	Functional	1 Balances	5-6 lane	s and/or	3-4 lane	es and/or		1-2 lanes and	d/or	10		
ess ess oin	classification	<u>Highway</u>	>40 mp	h and/or	>=35 mp	oh and/or	>	>=25 mph an	d/or	10		
Roadway User Stress Level (15 Points Max)			>10,0	00 ADT	>=5,0	00 ADT		<5,000 AD	т			
ਬ ਦ	Points	0		5	1	LO		15				
	Total number of	connections the p	roject creates/imp	roves between de	stinations and wit	hin 1/4 mile (1/2 n	ni. for bike pro	oiects) of the	e project. This			
r si	Number of	1	1			1	1	1		_		
atic	Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	5		
ax) etv	Points	0	1	2	3	4	5	6	7			
Connectivity Between Project and Destinations (22 Pts Max)		Select all destinations that are connected to one another by the project (sum all points selected in this block)										
ivit Pts	Destinations	Job/Transit	Food/Dining									
22 tar	Points	2.15	2.15	2.15		2.15		2.15	2.15			
Connectivity Between roject and Destination (22 Pts Max)	Proximity to exis	sting or planned b	us, BRT, or light rai	line								
SE		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Mile	es	2		
_		0			1			2				
_ t2 t 2	Public combined	on-line and in-pe	rson survey rank									
Input (20 Pts Max)	Rank				<4	4 to 8	9 to 12	13 to 16	17 to 20	10		
2 9 2	Points				0	5	10	15	20			
	Is the project inc	luded in or does	s it abut an existi	ng or programmed	project/DCR							
		No	Yes							0		
	Points	0	2									
≥≩_	Does the project	incorporate shad	e?									
llit) bili lax]	# of Trees	<5	5-10	11-15	16-20	>20				0		
Deliverability/ Constructability (10 Pts Max)	Points	0	1	2	3	4						
Deliverability, onstructabilit (10 Pts Max)			raints (water, sewe	r, gas, electric, fib			1					
ons (10	Number of Cons	traints			>7	7-9	4-		0-3	3		
ч õ	Points				0	1	2		3			
			1		of maintenance							
				/High Cost	-	e/Low Cost				1		
							1					
	Points			0		1						
	Points			0		1						
lax)		project cost (includ		0		1						

5
5

Total Score

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

Total Score 70

Adams St Curb Ramps

	Proximity of pro	posed project to >	= 1 documented p	edestrian/ bicycle	injury within past	5 years				
	>1.0) miles							s	7
	Duquinsity of page	0						/		
÷			Indext of the roadway on which project is recommended Arterial Collector Local Set lanes and/or 3-4 lanes and/or 1-2 lanes and/or >>40 mph and/or >>25 mph and/or >>25 mph and/or >>10,000 ADT >>5,000 ADT <5,000 ADT	10						
Public tructability/ tructability Public Input Connectivity Between Input Roadway User Safety tructability Input Froject and Destinations Stress Level (23 Pts Max) Pts Max) Max) (22 Pts Max) (15 Points Max) (23 Pts Max) and detinations Lio Anax) (15 Points Max) (23 Pts Max) and detinations Lio Anax) (15 Points Max) (23 Pts Max)									5	10
ts ⁿ		-		=		8		10		
S G					es or <u>ratalities</u> ?					3
5		No 0			-					5
		-		-	r (CDE) assigned	hy FUMA's Crash	Madification	n Factors Cl	aaringhawaa 2	
		1				-		1	-	3
	No 0	Yes 3	CRF value	Current C	Unution	Proposed Co	multion	Cra	siriype	3
	0	3								
a (x	Stress Level base	d on the function	r							
Us Nä										
a V nts	Functional	Highway				-			-	10
nd v Poi	classification						>			
Sti Sti		───							T	
- 3	Points	0		5	1	.0		15		
s	Total number of	connections the p	roject creates/imp	roves between de	stinations and wit	hin 1/4 mile (1/2 n	ni. for bike pro	ojects) of the	project. This	
/een ations	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	4
ax) etv	Points	0	1	2	3	4	5	6	7	
A Best A									-	
Pts	Destinations	Job/Transit	Transit Food/Dining Errands <u>Health/Community</u> Schools Parks						Parks	6.4
22 scti	Points	2.15								
) ect	Proximity to existing or planned bus, BRT, or light rail line									
ទទ្		> 0.5 Miles		0.5 - 0.25 Miles						2
_		0			1 2					
C tr	Public combined	on-line and in-pe	rson survey rank							
npu 0 P Aax	Rank				<4	4 to 8	9 to 12	13 to 16	17 to 20	10
= 2 2	Points				0	5	10	15	20	
	Is the project inc	luded in or does	it abut an existi	ng or programmed	l project/DCR					
		No	Yes							0
	Points	0	2							
> £ ~	Does the project	incorporate shade	?							
ilit abil 1ax	# of Trees	<5								0
rab Icta	Points	0			1	4				
ive stru			raints (water, sewe	er, gas, electric, fib	1	1				
eliv nst	Number of Const	raints						-		3
				- (1	2		3	
	Politics			· · · · · · · · · · · · · · · · · · ·						
Con (1	Points		Low Free			/Low Cost				4
Con (1				/High Cost	High Ease					1
Con (1	Points			/High Cost	High Ease					1
Con Con	Points			/High Cost	High Ease					1
	Points Estimated total p	project cost (includ	ling ROW)	/High Cost 0	High Ease	1				
	Points Estimated total p Cost	>\$2.5M	ing ROW) \$2.5M - \$2.0M	/High Cost 0 \$2.0M - \$1.5M	High Ease	1 \$1.0M - \$500K				1
	Points Estimated total p Cost Points	>\$2.5M 0	ling ROW) \$2.5M - \$2.0M 1	/High Cost 0 \$2.0M - \$1.5M	High Ease	1 \$1.0M - \$500K				
Cost Cost Con Con (1)	Points Estimated total p Cost Points	>\$2.5M 0 f required ROW ta	ling ROW) \$2.5M - \$2.0M 1 kes	/High Cost 0 \$2.0M - \$1.5M 2	High Ease	1 \$1.0M - \$500K 4	5			

Total Score

Points

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

Total Score 73

Jefferson Street Bike Facility

Safety (23 Pts Max)	>1.0	miles	0.5-1.0 miles		0.25 - 0	.5 miles		<0.25 miles	7	
		0	:	1	!	5		7		
	Proximity of proposed project to >= 1 documented pedestrian/ bicycle <u>fatality</u> within past 5 years									
ax)	>1.0	miles	0.5-1.0) miles	0.25 - 0	.5 miles		<0.25 miles	8	
Σđ	()	2	2	8			10		
Pts	Is the project location within 0.5 miles of >= 5 pedestrian/ bicycle injuries or fatalities?									
	N	lo	Ye	es					3	
<u> </u>	(0		3						
	Does the propos	sed project have	a positive Crash	Reduction Factor	r (CRF) assigned I	by FHWA's Crash	Modification	Factors Clearinghouse?		
	No	Yes	CRF Value*	Current C	ondition*	Proposed Co	ndition*	Crash Type*	3	
	0	3								

x)	Stress Level base	d on the functiona	l classification of the roadway on wi	hich project is recommended			
lway Use ess Level oints Ma:			Arterial	<u>Collector</u>	Local		
	Functional classification	<u>Highway</u>	5-6 lanes and/or		3-4 lanes and/or	1-2 lanes and/or	10
			>40 mph and/or	>=35 mph and/or	>=25 mph and/or	10	
Str 0ac			>10,000 ADT	>=5,000 ADT	<5,000 ADT		
a (1	Points	0	5	10	15		

6	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									
y Between Destination s Max)	Number of Connections	<3	3 to 5	6 to 8	9 to 11	12 to 14	15 to 17	18 to 19	20+	6
	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)									
P d S	Destinations	Job/Transit	Food/Dining	Errands	<u>He</u>	Health/ Community Schools			Parks	6.45
ect (22	Points	2.15	2.15	2.15		2.15		2.15	2.15	
E 29 -	Proximity to existing or planned bus, BRT, or light rail line									
jo Co		> 0.5 Miles			0.5 - 0.25 Miles			< 0.25 Miles		
		0			1			2		

ic it ts	Public combined on-line and in-person survey rank								
ldu P O V	Rank	<4	4 to 8	9 to 12	13 to 16	17 to 20	12		
2 L 2	Points	0	5	10	15	20			

Is the project	included in or doe	s it abut an existi	ing or programme	d project/DCR						
	No	Yes						0		
Points	0	2		>7 7-9 4-6 0-3 0 1 2 3 Ease/cost of maintenance						
	Does the project incorporate shade?									
Does the proj	<5	5-10	11-15	16-20	>20			0		
- Points	0	1	2	3	4					
	Does the project have utility constraints (water, sewer, gas, electric, fiber, etc.)									
9 Number of Co	onstraints			>7	7-9	4-6	0-3	3		
Points				0	1	2	3			
	Constraints Ease/c	Ease/cos	t of maintenance							
		Low Ease	/High Cost	High Ease	/Low Cost			1		
Points			0		1					

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

Total Score

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

Total Score 74