

ROADWAY/INTERSECTION PROJECT SCORING CRITERIA AREAS

The Transportation Facilities Plan (TFP) and Capital Investment Program (CIP) plan candidate project list is scored and ranked using a scoring criteria matrix and weighting system as a starting point for the more subjective candidate project prioritization process. The criteria and weighting were updated and approved by the Transportation Commission on January 12, 2012. The criteria and weighting system is made up of the five areas described below:

1. Safety (25%)
 - Need based on ped/bike and vehicular safety
 - Benefit based on type of improvement (does it address the problem?)
2. Level-of-Service (25%)
 - Need based on specific intersection and area-wide average
 - Benefit based on type of improvement
3. Transit (15%)
 - Need based on whether or not project is on a major or minor transit route. A major or minor route is based on the frequency of service.
 - Benefit based on direct (HOV lanes) vs. indirect (improved traffic flow, pedestrian access) benefit
4. Non-Motorized (20%)
 - Need is not scored; it is assumed there is an overall need for complete and connected networks of pedestrian and bicycle facilities that are ADA compliant
 - Benefit based on whether project constructs sidewalks and/or bicycle facilities and addresses ADA deficiencies
5. Plan Consistency and Outside Funding (15%)
 - Degree of planning support (from local subarea plans to plans of cooperative interjurisdictional forums such as ETP and PSRC)
 - Likelihood of receiving outside funding (grants, etc.)

2. LEVEL OF SERVICE MATRIX (MAXIMUM POTENTIAL SCORE = 100)

NEEDS: Future Needs were evaluated on a "No Action" Scenario: 2024 Land Use on the Committed CIP Concurrency Funded Network

BENEFITS: Level of Service Benefits as determined by Long Range Subarea Transportation Facilities Plans

BENEFITS	Project v/c ratio improves by at least 0.100 Int. improvements w.r.t. crit. movement(s) Alternative routes Profound Network Changes	High	20	60	100
	Project v/c ratio improves btw 0 and 0.100 Int. improvements w.r.t. crit. movement(s) and/or phasing	Medium	10	50	80
	No proj v/c ratio improvement Int. improvement w.r.t. non-crit movement(s) Operational & Indirect improvements Reduced Delay?	Low	0	30	40
			Low	Medium	High
Crit 1: Compare the "No Action" MMA AW LOS to the MMA AWStd	----->	(2 out of 3) More than 15% below MMA AWStd and/or	(2 out of 3) Btw 5% & 15% below MMA AWStd and/or	(2 out of 3) Within 5%, at or exceeds MMA AWStd and/or	
Crit 2: Compare the Int "No Action" LOS to the MMA AWStd	----->	More than 15% below MMA AWStd and/or	Btw 5% & 15% below MMA AWStd and/or	Within 5%, at or exceeds MMA AWStd and/or	
Crit 3: Evaluate Int "No Action" LOS	----->	LOS A,B,C < 0.80	LOS D >=0.80, <0.90	LOS E,F >=0.90	

Key:
MMA = Mobility Management Area
AW = Areawide
Std = Standard
Int. = Intersection
LOS = Level of Service
v/c = volume to capacity
w.r.t. = with respect to
crit. = critical
Proj = project

NEEDS

3. TRANSIT MATRIX

(MAXIMUM POTENTIAL SCORE = 100)

	LOCAL	MINOR	PRINCIPAL
	- 1 to 20 transit vehicle trips a day	- 21 to 50 transit vehicle trips a day	- non-highway facilities with 51+ transit vehicle trips a day and/or a Sound Transit route
NO BENEFIT	0	0	0
INDIRECT BENEFIT - Pavement overlay - Pedestrian access - Arterial improvements	33	67	100
DIRECT BENEFIT - Transit Center - Transit Signal Priority - Commuter parking - HOV Arterial improvements - Passenger amenity improvements			

4. NON-MOTORIZED MATRIX (MAXIMUM POTENTIAL SCORE = 100)

System	Constructs isolated non-motorized facility	Improves existing non-motorized facility	Extends existing non-motorized facility	Completes missing link in a non-motorized facility
ADA	No block faces with "high" Barrier ranking within project limits	Project scope includes correcting ADA deficiencies on at least one block face with "high" Barrier ranking	Project scope includes correcting ADA deficiencies on more than one block face with "high" Barrier ranking or installs curb ramps where previously missing	Project scope includes correcting ADA deficiencies on adjacent block faces with "high" Barrier ranking
System	25	35	50	75
ADA	0	10	20	25

Add 25 points (max not to exceed 100) for facility that builds out segment of Priority Bicycle Corridor.

5. PLAN CONSISTENCY AND OUTSIDE FUNDING MATRIX

(MAXIMUM POTENTIAL SCORE = 100)

	Low Priority	Medium Priority	High Priority
	Project identified in local subarea plan or similar planning process but not included in Transportation 2040 or the priority list of any other state or regional forum. - Unlikely to be eligible or competitive for any grant program	Project included in T2040 <i>or</i> another state/regional plan, priority list, study. - Meets eligibility requirements and competitiveness thresholds for small grant programs (max award less than \$1,000,000)	Project is included in T2040 <i>and</i> at least one other state/regional plan, priority list or study. - Meets eligibility requirements and competitiveness thresholds for larger grant programs (max award greater than \$1,000,000)
Plan Consistency	10	35	70
Grant Eligibility	0	15	30

B. PEDESTRIAN/BICYCLE PROJECT SCORING CRITERIA
 Endorsed by the Bellevue Transportation Commission, 12 January 2012

CATEGORY	MAX. POINTS
1. Safety	
Accident cluster	15
Volume at project	10
Existing facility	10
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SUBTOTAL	35
2. System Linkage	
Major non-motorized system	20
Transit facility	15
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SUBTOTAL	35
3. Land Use	
Multi-family housing	7.5
School	10
Commercial/office cluster	7.5
Parks, open space, other public facilities	5
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SUBTOTAL	30
TOTAL POSSIBLE	100

B 1. SAFETY

Accident Cluster

3 points given for every ped/bike accident, up to 15 points

1 point given to every fixed object accident, up to 15 points

(Accidents include those that involved fixed objects. Accident data is for the previous five years).

Traffic Volume at Project

2 points	0 - 1,999 (ADT)
4 points	2,000 - 4,999
6 points	5,000 - 9,999
8 points	10,000 - 14,999
10 points	15,000 +

Existing Facility

2 points	Existing sidewalk with no bike facility
4 points	Continuous multi-purpose shoulder
6 points	Non-continuous multi-purpose shoulder
8 points	Some segments have no facility (ped or bike)
10 points	Significant segments have no facility (ped or bike)

B 2. SYSTEM LINKAGE

Major Non-motorized system

4 points Project is an isolated non-motorized facility

12 points Project extends an existing non-motorized facility

16 points Project extends a pedestrian facility and improves an existing bike facility

20 points Project completes a missing link in a non-motorized facility

Transit Facility

5 points Project has current weekday peak service along the corridor of 1-10 bus trips

10 points Project has current weekday peak service along the corridor of 11-29 bus trips

15 points Project has current weekday peak service along the corridor of over 30 bus trips and/or includes Sound Transit regional express bus service.

ADA: Add 5 points (max not to exceed 35 for System Linkage category) if project scope includes correcting ADA deficiencies of one or more block face with "high" Impediment ranking or addresses one or more missing or deficient curb ramps with a "high" Impediment ranking.

Priority Bicycle Corridor: Add 10 points (max not to exceed 35 for System Linkage category) for facility that builds out segment of Priority Bicycle Corridor.

B 3. LAND USE

Multi Family Housing

- 0 points No multi-family development in the general area of a project
- 1 point No multi-family development in the immediate vicinity of a project
- 4 points A multi-family development is in the immediate vicinity of a project but there is no direct connection via the project
- 7.5 points Project passes or directly connects to one or more multi-family developments

School

- 0 points No school within the general area of a project
- 1 point Little or no potential use of a project route for school access
- 6 points Limited number of potential students who must use a project route to access school
- 8 points One school (not including elementary) along the terminus of a project route
- 10 points One elementary school along or at the terminus of a project route or if there are multiple schools in the project vicinity

Commercial/Office Cluster

- 0 points No retail/office clusters in the general area of a project
- 1 point No commercial/office clusters in the immediate vicinity of a project
- 4 points Commercial/office cluster in the immediate vicinity of a project but there is no direct connection via the project
- 7.5 points Project passes or directly connects to one or more commercial/office clusters

Parks, Public Open Space, other Public Facilities

- 0 points No parks, open space or other public facilities in the general area of a project
- 1 point No parks, open space or other public facilities in the immediate vicinity of a project
- 3 points Park, open space or other public facility is in the immediate vicinity of a project but there is no direct connection via the project
- 5 points Project passes or directly connects to one or more parks, areas of public open space or other public facility

(A public facility may include library, government building open to serve the public, hospital, senior center, community center or any facility at which individuals with disabilities can readily access recreational opportunities, services, and other programs or activities.)