

Prioritization Methodology

Calculation of the Weighted Values

The weighted values were generated based the overall public input received via three workshops, online surveying, and quantitative analysis. In addition, project goals that aligned with the most guiding principles from the NPF CRA Mobility Master Plan were given a higher weight as were project goals that aligned with the higher number of benefit categories established in the City-Wide Mobility Master Plan (Connecting the Blocks).

Of the thirteen categories and project principles, if the goal of the project met 12 or more, the project received a weighted value of 6. Those project goals included:

- Increased Pedestrian and Bicycle Safety
- Increased Sidewalk Connectivity

Those that met 10-11 received a weight of 5, which included:

- Increased Vehicular Safety + Anticipated Reduction in Speeding Behavior
- Increased Bicycle Connectivity

The goals that met between 8-9 categories/principles received a weight of 4 and included:

- Increased Street Connectivity
- Growth in Economic Development Opportunities

The goals that met between 5-7 categories/principles received a weight of 3 and included:

- Incorporation of Sustainability Elements

The goals that met 4 or less categories/principles received a weight of 2 and included:

- Improved Traffic Circulation

Project Benefits	Project Description														Benefit Categories					Guiding Principles					Weighted Value	Thresholds	Points
	Physical Implementation Project Types							Additional Study Project Types							Safety	Travel Choices	Sustainability	Connectivity	Health Benefits	Quality of Life	Economic Benefit	Connect and Enhance Neighborhoods	Balance Needs and Developments	Overcome Barriers			
Intersection/Street Geometry	Traffic Calming Measures	Enhanced Crosswalks	Sidewalks (Add)	Bicycle Facilities (Add)	Signal Retiming	Mid-Block Crossings	Add Shade Trees	Stormwater Measures	Transit Facilities (Add/Enhance)	Street Network (Add)	Street Lighting	Wayfinding Signage	Education + Outreach	Enforcement + Maintenance											Speed/Safety Study	Signal Study/Warrant Analysis	Streetscape Design
Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior	X	X				X	X	X		X	X	X		X	X	X	X	X		X	X	X	X	X	6	Minimal Moderate Substantial	0.5 1 2
Improved Traffic Operations	X	X	X			X				X		X		X	X	X	X	X							1	Minimal Moderate Substantial	0.5 1 2
Increased Pedestrian Safety; Increased Bicycle Safety	X	X	X	X	X	X	X			X	X		X	X	X	X	X	X	X		X	X	X	X	6	Minimal Moderate Substantial	0.5 1 2
Increased Sidewalk Connectivity		X	X	X			X	X		X	X			X			X		X	X	X	X	X	X	6	Minimal Moderate Substantial	0.5 1 2
Increased Bicycle Connectivity		X			X					X	X			X			X		X	X	X	X	X	X	4	Minimal Moderate Substantial	0.5 1 2
Increased Street Connectivity	X	X				X				X	X		X	X	X	X	X			X	X	X	X	4	Minimal Moderate Substantial	0.5 1 2	
Incorporation of Sustainability Elements to Adapt to Climate Change				X	X		X	X	X	X	X		X				X	X			X		X	2	Minimal Moderate Substantial	0.5 1 2	
Streetscape Enhancement / Street Design	X	X	X	X	X	X	X	X	X	X	X	X					X	X	X	X	X	X	X	X	4	Minimal Moderate Substantial	0.5 1 2

Funding Source

Projects that were either already funded or could be funded by other sources in addition to the City/CRA generally scored higher than those that did not. The specific scoring breakdown is as follows:

- If the project could include funding from multiple jurisdictions it was given a score of 1, otherwise it did not receive a score.
- If the project qualified for funding other than City/CRA funding, it received a 2. Project that would not qualify for other agency funding received a 1.
- If there is an opportunity for the project to be funded through a public/private partnership, the project received a score of 1, otherwise the project did not receive a score.
- If there is an existing funding source for the project, it received a score of 4, if there is no known existing funding source, the project was given a score of 2.

Project Timeline

Projects that were either already funded or could be funded by other sources in addition to the Projects that did not require additional, extensive study and could be implemented within the existing available public right-of-way generally scored the highest. The specific scoring breakdown is as follows:

- If the project required additional, extensive study, it received a score of 1. Projects that could be implemented without much more study received a score of 2.
- If the project was entirely within the public right-of-way, it scored a 4. If the project requires additional right-of-way it was scored as a 2.
- Similarly, if the project required land acquisition to be completed, it scored a 3. If no land acquisition is required, the project scored a 6.

Project Support

Projects that were proposed during the NPF-CRA Master Mobility Plan or in previous studies that could be implemented directly by the CRA/City generally received a higher score. The specific scoring breakdown is as follows:

- If the project was generated or requested as part of the NPF-CRA Master Mobility Plan it received a score of 4. If the project was the result of the overall qualitative analysis it received a score of 2.
- If the project requires multiple jurisdictions to coordinate for implementation, it received a score of 2. If the project only required the City/CRA for implementation, it received a 4.
- If the project had been proposed in a previous study, it received a score of 2. If it was not previously proposed, it received a score of 1.

Project Feasibility		
Project Funding Source		
Multiple Jurisdictions or Agencies	If there are multiple jurisdictions, there may be multiple funding sources	Single Multiple 1 2
Qualifies for Federal or other Agency Funding?	Does this project qualify for any Federal, State, or County funding programs, or other available grants	Yes No 2 1
Public/Private Partnership Opportunity	Is there a chance this project could be completed in concert with a developer or other non-City/Public group?	Yes No 2 1
Existing Funding Source	Is there a pre-existing funding source?	Yes No 4 2
Project Timeline		
Requires Additional Study?	Are there additional, extensive studies required to implement the project?	No Yes 4 2
Within the Public ROW	Does this project use only public lands?	Yes No 4 2
Requires Land Acquisition	Does this project potentially require additional easements or land acquisition?	No Yes/Maybe 6 3
Project Support/Complexity		
Community Support in Mobility Master Plan	Was this project generated via the public input received during the NPF-CRA Mobility Master Plan?	No Yes 2 4
Requires Multiple Jurisdictions/Agencies To Move Forward	Does this project require multiple jurisdictions or agencies to be implemented?	City/CRA Only Multiple 4 2
Proposed in Previous Study?	Was this project proposed within a previous study?	Yes No 2 1

The overall perfect score would be 100.