

## Project Prioritization Criteria

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- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - Economic Development: This criterion attempts to reflect the positive impact a transportation project may have on the economic vitality of the area.
    - 6 Points: The roadway, transit, bicycle, or pedestrian project would have a high, positive impact on economic activity.
    - 4 Points: The roadway, transit, bicycle, or pedestrian project would have a moderate, positive impact on economic activity.
    - 2 Points: The roadway, transit, bicycle, or pedestrian project would have a low positive impact on economic activity.
    - 0 Points: The roadway, transit, bicycle, or pedestrian project would have no positive or would have a negative impact on economic activity.
  
- Increase the safety of the transportation system for motorized and non-motorized users.
  - Safety: This criterion is based on an assessment of existing safety problems and the extent to which the proposed project will reduce such problems. Crash statistics and standards should be used when considering roadway and bicycle/pedestrian projects, while safety aspects of passengers and employees should be considered for transit projects.
    - 6 Points: The roadway, transit, bicycle, or pedestrian project would have a high, positive impact on safety (i.e. reduction in crashes).
    - 4 Points: The roadway, transit, bicycle, or pedestrian project would have a moderate, positive impact on safety.
    - 2 Points: The roadway, transit, bicycle, or pedestrian project would have a low positive impact on safety.
    - 0 Points: The roadway, transit, bicycle, or pedestrian project would have no impact on safety.
  
- Increase the security of the transportation system for motorized and non-motorized users.
  - Security: This criterion is based on an assessment of existing security problems and the extent to which the proposed project will reduce such problems. Security

aspects of passengers and employees, for example, should be considered for transit projects.

6 Points: The roadway, transit, bicycle, or pedestrian project would have a high, positive impact on security.

4 Points: The roadway, transit, bicycle, or pedestrian project would have a moderate, positive impact on security.

2 Points: The roadway, transit, bicycle, or pedestrian project would have a low positive impact on security.

0 Points: The roadway, transit, bicycle, or pedestrian project would have no impact on security.

➤ Increase the accessibility and mobility options available to people and to freight.

- Congestion relief: This criterion is based on an assessment of existing congestion problems and the impact a proposed project may have in reducing such problems. Existing congestion can be evaluated across all modes by looking at the volume of traffic or the number of people affected by the congestion.

6 Points: The roadway, transit, bicycle, or pedestrian project would have a high, positive impact on reducing congestion. Examples: Roadway projects that may include new arterial roadways, high-occupancy vehicle (HOV) lanes, or traffic operations systems improvements; transit projects that increase service capacity, increase service reliability, decrease vehicle crowding, or reduce travel time; bicycle/pedestrian projects that provide bicycle path/lanes or sidewalks to serve commuters, new sidewalks along principal arterials, or connections between communities.

4 Points: The roadway, transit, bicycle, or pedestrian project would have a moderate, positive impact on reducing congestion. Examples: Roadway projects that would provide auxiliary lanes, left-turn bays, or park-and-ride lots; transit projects that increase service capacity and reliability, but to a lesser extent than other projects may; bicycle/pedestrian projects that would fill in sidewalk gaps between origins and destinations or provide a bicycle path/lanes with mixed commuter or other non-recreational use.

2 Points: The roadway, transit, bicycle, or pedestrian project would have a low, positive impact on reducing congestion. Examples: Roadway projects that would provide minor traffic signalization enhancement; transit projects that may increase passenger comfort or convenience (i.e. bike racks); bicycle/pedestrian projects that would provide signage or a

bicycle path/lane or sidewalk that is primarily for recreational travel or not on the system.

0 Points: The roadway, transit, bicycle, or pedestrian project would have little to no positive impact on reducing congestion.

- Mobility and accessibility options: This criterion rewards projects that improve the mobility and accessibility of users within the transportation system through improved connections and design. Roadway, transit, bicycle, or pedestrian projects that fill critical gaps in the systems, remove barriers, or improve the geometrics of intersections to accommodate vehicle turning movements would receive points under this criterion.

6 Points: The roadway, transit, bicycle, or pedestrian project would greatly improve the mobility and accessibility of system users. These projects would complete critical connections, remove barriers, or enhance the grid system.

4 Points: The roadway, transit, bicycle, or pedestrian project would moderately improve the mobility and accessibility of system users. These projects would include infrastructure improvements to intersections to accommodate users.

2 Points: The roadway, transit, bicycle, or pedestrian project would only slightly improve the mobility and accessibility of system users.

0 Points: The roadway, transit, bicycle, or pedestrian project would have no positive impact on improving mobility and accessibility, or would create a barrier to user movement.

- Key component of transportation system: This criterion gives weight to projects according to their overall relationship with the rest of the transportation system.

6 Points: The roadway, transit, bicycle, or pedestrian project would have a high, positive impact on the overall transportation system. Examples: roadway projects that occur on principal arterials; transit projects that enhance system-wide transit service; bicycle/pedestrian projects that are included in adopted bicycle/pedestrian plans or occur along identified bicycle routes, or projects that provide a critical link in the transportation system.

4 Points: The roadway, transit, bicycle, or pedestrian project would have a moderate, positive impact on the overall transportation system. Examples: Roadway projects that occur on minor arterials; transit

projects that focus on routes that do not contribute significantly to the performance of the system as a whole; bicycle/pedestrian projects that are not critical to implementing adopted plans.

2 Points: The roadway, transit, or bicycle/pedestrian project would have a low, positive impact on the overall transportation system.

0 Points: The roadway, transit, or bicycle/pedestrian project would have little to no positive impact on the overall transportation system.

- Promotes implementation of local/regional land use plans: This criterion is an indicator of how well the transportation project promotes the implementation of adopted local and regional land use plans, and how the project responds to anticipated land use changes.

6 Points: The roadway, transit, bicycle, or pedestrian project would have a high relationship to adopted plans.

4 Points: The roadway, transit, bicycle, or pedestrian project would have a moderate relationship to adopted plans.

2 Points: The roadway, transit, bicycle, or pedestrian project would have a low relationship to adopted plans.

0 Points: The roadway, transit, bicycle, or pedestrian project would have little to no relationship to adopted plans.

- Multimodalism: This criterion rewards projects that accommodate more than one mode of travel.

6 Points: The roadway, transit, bicycle, or pedestrian project accommodates more than three modes of travel.

4 Points: The roadway, transit, bicycle, or pedestrian project accommodates only three modes of travel.

2 points: The roadway, transit, bicycle, or pedestrian project accommodates only two modes of travel.

0 Points: The roadway, transit, bicycle, or pedestrian project accommodates only one mode of travel.

- Protect and enhance the environment, promote energy conservation, and improve quality of life.

- Energy Conservation: This criterion credits those projects that promote a shift from the single-occupancy vehicle (SOV) to other modes such as transit, pedestrian, and bicycle, or to carpooling.
  - 6 Points: The roadway, transit, bicycle, or pedestrian project would directly reduce SOVs (i.e. high-occupancy vehicle (HOV) lanes; most projects that enhance transit service; bicycle/pedestrian projects that are commuter-oriented).
  - 4 Points: The roadway, transit, bicycle, or pedestrian project would indirectly reduce SOVs.
  - 2 points: The roadway, transit, bicycle, or pedestrian project would have low impact on reducing SOVs.
  - 0 Points: The roadway, transit, or bicycle/pedestrian project would have no impact or a negative impact on reducing SOVs.
  
- Impacts on the natural environment: This criterion rewards projects that enhance or have minimal negative impact on, for example, the region's farmland, forestland, bluffs, wetlands, or rivers.
  - 6 Points: The roadway, transit, bicycle, or pedestrian project would enhance or have no negative impact on the region's natural environment.
  - 4 Points: The roadway, transit, bicycle, or pedestrian project would have minimal negative impact on the region's natural environment.
  - 2 Points: The roadway, transit, bicycle, or pedestrian project would have some mitigable negative impact on the region's natural environment.
  - 0 Points: The roadway, transit, bicycle, or pedestrian project would have significant negative impact on the region's natural environment.
  
- Positive social and community effects: This criterion assesses the positive impact a project has on the social, community, or human environment. Projects should be evaluated for their positive impact on neighborhoods and community livability.
  - 6 Points: The roadway, transit, bicycle, or pedestrian project would enhance neighborhoods or community livability to a high degree.
  - 4 Points: The roadway, transit, bicycle, or pedestrian project would enhance neighborhoods or community livability to a moderate degree.

2 Points: The roadway, transit, bicycle, or pedestrian project would enhance neighborhoods or community livability to a low degree.

0 Points: The roadway, transit, bicycle, or pedestrian project would not enhance neighborhoods or community livability.

- Negative social and community effects: This criterion assesses the negative impact a project has on the social, community, or human environment. Projects should be evaluated for their negative impact on neighborhoods, parks, and community livability. Disproportionate impacts on disadvantaged populations (low-income and minority) should also be considered.

6 Points: The roadway, transit, bicycle, or pedestrian project would have little to no negative impact or would have a positive impact on neighborhoods or community livability.

4 Points: The roadway, transit, bicycle, or pedestrian project would have a low negative impact on neighborhoods or community livability.

2 Points: The roadway, transit, bicycle, or pedestrian project that would have a moderate negative impact on neighborhoods or community livability.

0 Points: The roadway, transit, bicycle, or pedestrian project that would have a high negative impact on neighborhoods or community livability.

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

- Intermodal/multimodal connectivity: This criterion credits projects that provide for an interconnection with other modes (transfer points). An intermodal project that provides connections to truck, rail, and barge, for example, would be considered a three-mode transfer point.

6 points: The roadway, transit, bicycle, or pedestrian project that provides a transfer point (or points) for three or more modes.

4 Points: The roadway, transit, bicycle, or pedestrian project that provides a transfer point (or points) for two modes.

2 Points: The roadway, transit, bicycle, or pedestrian project that provides a transfer point (or points) for one mode.

0 Points: The roadway, transit, bicycle, or pedestrian project that accommodates only one transportation mode.

- Promote efficient system management and operation.

- Supports efficient land use patterns: This criterion rewards those projects that promote an increase in density (population and/or employment), serve areas of mixed land uses, and reduce auto dependency.

6 Points: The roadway, transit, bicycle, or pedestrian project meets all three criteria (density, mixed use, and auto dependency).

4 Points: The roadway, transit, bicycle, or pedestrian project meets two of the criteria.

2 points: The roadway, transit, bicycle, or pedestrian project meets only one criterion.

0 Points: The roadway, transit, bicycle, or pedestrian project meets none of the criteria.

- Cost effectiveness: This criterion reflects the degree of use each mode is expected to attain as a result of a candidate project compared to the costs of the project (i.e. number of bus riders attracted per day). Using an estimated cost of the project, a measure of the project's cost-per-user may be calculated to provide a point of comparison among the projects.

6 Points: The roadway, transit, bicycle, or pedestrian project is highly cost effective.

4 Points: The roadway, transit, bicycle, or pedestrian project is moderately cost effective.

2 Points: The roadway, transit, bicycle, or pedestrian project is not very cost effective.

0 Points: The roadway, transit, bicycle, or pedestrian project is not at all cost effective.

➤ Emphasize the preservation of the existing transportation system.

- Preserves existing system: This criterion rewards those projects that strive to preserve the existing transportation infrastructure.

6 points: The roadway, transit, bicycle, or pedestrian project preserves the existing system, and may include replacement and rehabilitation.

Examples: Roadway projects that enhance travel along major transportation corridors or address pavement condition; transit projects that enhance service along existing travel routes or enhance the overall efficiency of the system; transit projects that replace bus fleet or rehabilitate shelters along existing routes; bicycle/pedestrian projects

that enhance the existing bicycle or pedestrian system, including replacement and rehabilitation of existing facilities.

4 Points: The roadway, transit, bicycle, or pedestrian project preserves the existing system, but may include some new construction to provide connections and continuity.

2 Points: The roadway, transit, bicycle, or pedestrian project preserves some of the existing system, but is dominated by significant changes in alignments, routes, and facilities.

0 Points: The roadway, transit, bicycle, or pedestrian project does not strive to preserve the existing system.

- Transportation corridor preservation: This criterion recognizes the preservation or protection of corridors or other land parcels for future transportation use. Projects that seek to preserve transportation corridors generally include right-of-way acquisition for scenic byways, transit centers, park-and-rides, and rails-to-trails for transportation purposes.

6 Points: The roadway, transit, bicycle, or pedestrian project seeks to preserve or protect land along an endangered transportation corridor.

4 Points: The roadway, transit, bicycle, or pedestrian project seeks to preserve or protect land along a “major” corridor.

2 Points: The roadway, transit, bicycle, or pedestrian project seeks to preserve or protect land along a “minor” corridor.

0 Points: The roadway, transit, bicycle, or pedestrian project does not seek to preserve or protect land.

➤ Other criteria:

- Political and community feasibility: This criterion addresses the political or community feasibility of a project. In other words, it rewards those projects that are politically or socially acceptable.

6 Points: The roadway, transit, bicycle, or pedestrian project has a high level of political and community acceptability.

4 Points: The roadway, transit, bicycle, or pedestrian project has a moderate level of political and community acceptability.

2 Points: The roadway, transit, bicycle, or pedestrian project has a low level of political and community acceptability.

0 Points: The roadway, transit, bicycle, or pedestrian project has no political or community acceptability.

- Project coordination: This criterion gives weight to projects that can be coordinated with other projects in the area.

6 Points: Coordination of the roadway, transit, bicycle, or pedestrian project with another planned or programmed project would result in significant cost and time savings.

4 Points: Coordination of the roadway, transit, bicycle, or pedestrian project with another planned or programmed project would result in moderate cost and time savings.

2 Points: Coordination of the roadway, transit, bicycle, or pedestrian project with another planned or programmed project would result in minimal cost and time savings.

0 Points: Coordination of the roadway, transit, bicycle, or pedestrian project with a another planned or programmed project would result in no cost or time savings.

- Timeliness: This criterion gives weight to projects whose programming is time-sensitive or whose construction affects the timing of other projects.

6 Points: The funding and subsequent programming of the roadway, transit, bicycle, or pedestrian project is necessary to avoid loss of previous funding or to avoid delaying another project.

4 Points: The funding and subsequent programming of the roadway, transit, bicycle, or pedestrian project is very important to the timely implementation of local plans.

2 Points: The funding and subsequent programming of the roadway, transit, bicycle, or pedestrian project is somewhat important to the timely implementation of local plans.

0 Points: The funding and subsequent programming of the roadway, transit, bicycle, or pedestrian project is not at all important to the implementation of local plans.

**STP-Urban Project Evaluation Matrix 2010**

Criterion	Project						
	CTH B	Garland St	Oak St	Crossing Meadows Dr	East Main St	Oak Forest Dr	Riders Club Rd
Economic Development							
Safety							
Security							
Congestion Relief							
Improved Mobility							
Key Component of Transportation Sys.							
Promotes Implementation of Land Use Plans							
Multimodalism							
Energy Conservation							
Impacts on the Natural Environment							
Positive Social and Community Effects							
Negative Social & Community Effects							
Intermodal/Multimodal Connectivity							
Supports Efficient Land Use Patterns							
Cost Effectiveness							
Preserves Existing System							
Transportation Corridor Preservation							
Political and Community Feasibility							
Project Coordination							
Timeliness							
<b>Total Points Awarded</b>							