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# URBAN ARTERIAL PROGRAM

## Criteria Rating Guidelines

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### SAFETY (65 pt max)

*Improves unsafe conditions, prevents human injury and property damage.*

*Criteria scoring are based on crash history and countermeasures that improve safety.*

#### CRASH HISTORY (40 pt max)

- Incidences with fatalities 20 pts each
- Incidences with injuries 5 pts each
- Property damage only incidences 1 pt each (max 15)

#### COUNTERMEASURES (25 pt max)

- Grade separation
- Adds pedestrian facility
- Increases sight distance
- Corrects offset/skewed intersection
- Access Control
- Intersection Control

### GROWTH & DEVELOPMENT (65 pt max)

*Maximizes development potential and appropriate project locations.*

*Criteria scoring are based on the scale of the development site (number of jobs anticipated, acreage developed, etc.), developer support, necessity, and location. Criteria also evaluate the likelihood the development will occur based on whether or not zoning is in place, permits are issued, and private investment is leveraged.*

#### PUBLIC SUPPORT (20 pt max)

- Development fulfills the comprehensive plan 0-8
- Zoning in place for the development 0-5
- Water in place for the development 0-4
- Sewer in place for the development 0-4
- Power in place for the development 0-4

#### PRIVATE SUPPORT (20 pt max)

- Percent permits issued 0-15
- Development agreement status 0-5
- Private investment in public infrastructure 0-10

#### PERMITTED DEVELOPMENT ACTIVITY (15 pt max)

- Dwelling units constructed in the development 0-10
- Acreage of the development being developed 0-5
- Jobs created by the development based on square footage/type 0-10

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### LOCATION (10 pt max)

- Development location 0-5
- Project proximity 0-4
- Dependence of development on the project 0-3

### PHYSICAL CONDITION (65 pt max)

*Corrects physical and structural deficiencies and prevents failure.*

*This band is primarily based on street pavement condition rating. Other areas contributing to a project's score are non-pavement related failures such as slope stability or flooding; other significant flaws like poor alignment, channelization or sight distance, traffic volume or truck/bus route, and sidewalk condition.*

### EXISTING CONDITION

- TIB engineer PCR score rating 0-30  
Or
- Bridge condition (Federally funded bridge only) 0-30

### NON PAVEMENT CONDITION (10 pt max)

- Walls 0-4
- Storm water conveyance 0-4
- Bridges or culverts 0-6
- Slope Stability 0-2

### EXISTING ATTRIBUTES (12 pt max)

- Illumination 0-2
- Fixed objects 0-2
- Access control 0-2
- Alignment 0-5
- Channelization 0-2
- Turning radius 0-2
- Sight distance 0-2
- Completes or extends improvements 0-4

### LOADING (10 pt max)

- Volume 0-4
- Truck route classification 0-4
- Buses 0-4
- NHS Route 3

### SIDEWALK CONDITION (5 pt max)

- Does not meet standards 0-3
- Overall sidewalk appearance 0-3

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### MOBILITY (65 pt max)

*Contributes to traffic and modal capacity and network connectivity*

*Mobility criteria are based on the principles of TRB's Highway Capacity Manual 2010, Vols. 1-3. Projects will be scored based on current level of service compared to anticipated level of service post-project. The mobility criteria address current congestion problems, whereas future mobility issues will be addressed within the growth and development band.*

#### CONGESTION AND LEVEL OF SERVICE (35 pt max)

- Significant congestion problem 0-10
- Increase in LOS within project limits 0-20
- Addresses congestion on the system or adjacent routes 0-10
- New route 0-20
- High volume or significant route 0-5

#### NETWORK CONNECTIVITY (10 pt max)

- Complete/extend corridor improvements 0-6
- Complete gap/extend improvements 0-4
- What does the project connect to? (*Highest classification*) 0-4

#### MODAL ACCESS (10 pt max)

- Improve transit access 0-4
- Improve connections to non-motorized access 0-2
- Improve freight facilities 0-6

#### FEATURES (10 pt max)

- Relieves bottleneck 0-2
- Improves access to CBD or urban center 0-6
- Traffic signal interconnect 0-2

### SUSTAINABILITY (10 pt max)

*Improves project quality through a sustainable design.*

*This category evaluates the inclusion of sustainable designs and well-tested, reliable techniques to minimize environmental impacts. Projects are scored for enhanced design features that encourage low impact development techniques and design elements that assure environmental longevity and livability enhancements.*

ADOPTED COMPLETE STREETS ORDINANCE 1

#### MODAL MEASURES (8 pt max)

- Adds Queue Jump or Transit Only Lane 1
- Peak hour transit buses 0-3
- Appropriate sidewalk cross-section 0-3
- Bicycle facilities 0-3

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### ENVIRONMENTAL MEASURES (8 pt max)

- Adopted greenhouse gas emissions policy 1
  - LID or enhanced treatment stormwater controls 2
  - Use of non-potable water for irrigation or no permanent irrigation 1
  - Hardscaping or native planting 1
- Project must not include permanent irrigation*
- Appropriate roadway cross-section 0-3

### ENERGY MEASURES (3 pt max)

- Install roundabout verses warranted signal (new intersection) 2
- Convert signalized intersection to roundabout 2
- Convert stop controlled intersection to roundabout 1
- Solar powered signage 1

### PAVEMENT RECYCLING (4 pt max)

- In-place recycling 4

## CONSTRUCTABILITY (25 pt max)

*Provides a reasonable expectation of completion.*

*Criteria in this category evaluate the likelihood the project will successfully reach completion. Points are received for things like secured funding, completed plans and specifications, processed permits, and ease of implementation. This category does not dictate TIB funding be directed towards shovel-ready projects, but projects that are closer to construction may compete better.*

### FULL FUNDING (11 pt max)

- Over match (1pt for every 4% above minimum) 0-5
- Adopted TBD or locally dedicated transportation funding by ordinance 1
- Full funding in place 5

### CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (14 pt max)

- Plans, Specs, and Estimate finished 0-3
- Permits completed 0-2
- Cultural resources complete 2
- Right of way certified or not required at application 0-3
- No federal funding 3
- No sensitive areas or issues pending 2
- Use of accelerated construction methods 0-2
- No railroad impact 1
- Utility upgrades not needed 0-2