

COMPLETE STREETS IMPLEMENTATION PROGRAM

Prioritization Methodology

Adopted 10/06/2020

Program Objectives	Scoring Criteria	Maximum Points
<p style="text-align: center;">TRANSIT SUPPORT</p> <p><i>Projects located on an identified corridor in the Wake Transit Plan and/or located within a half-mile of an existing transit service.</i></p>	<p style="text-align: center;">Transit Support</p> <p><i>Planned BRT/CRT Service: 3 points</i> <i>Planned Frequent Network: 2 points</i> <i>Planned Regional Bus Connection: 1 point</i> <i>Current Transit Service: 2 points</i> <i>Lack of Transit Amenities: 2 points</i></p>	7
<p style="text-align: center;">PEDESTRIAN SAFETY</p> <p><i>This criterion is based on an analysis of pedestrian safety factors, including crashes within the project area, traffic volumes, and opportunities for pedestrian crossings.</i></p>	<p style="text-align: center;">Pedestrian Crash History</p> <p><i>> 25 crashes/mile: 5 points</i> <i>16- 25 crashes/mile: 3 points</i> <i>5-15 crashes/mile: 1 point</i></p> <p style="text-align: center;">Marked or Signalized Crossings</p> <p><i><2 per mile: 3 points</i> <i>2-3 per mile: 2 points</i> <i>4+ per mile: 1 point</i></p> <p style="text-align: center;">Perceived Safety (Average Annual Traffic Volumes)</p> <p><i>25,000 Vehicles per Day: 3 points</i> <i>15,001-25,000 Vehicles per Day: 2 points</i> <i>5,000-15,000 Vehicles per Day: 1 point</i></p>	11
<p style="text-align: center;">PEDESTRIAN DEMAND</p> <p><i>This criterion is based on Pedestrian Plan’s demand analysis Ranking (heat map). Analysis includes the relative amounts of pedestrian activity that are anticipated in the project area. Analysis of population density and pedestrian generators (proximity to schools, community services, and parks, etc.)</i></p>	<p style="text-align: center;">Pedestrian Demand Score</p> <p><i>High Demand (< 43): 4 points</i> <i>Medium Demand (< 27): 2 points</i></p>	4
<p style="text-align: center;">BICYCLE INTEGRATION</p> <p><i>Projects located on a corridor identified in the BikeRaleigh Plan.</i></p>	<p style="text-align: center;">Designated Facility Type</p> <p><i>Curb Separated: 3 points</i> <i>Neighborhood Bikeway: 2 points</i> <i>Bike Lanes: 1 point</i></p>	4
<p style="text-align: center;">RETURN ON INVESTMENT</p> <p><i>This category requires an assessment of the extent to which the project is in a mixed-use zoning district.</i></p>	<p style="text-align: center;">Percentage of Mixed-Use frontage</p> <p><i>< 75%: 3 points</i> <i>51- 75%: 2 points</i> <i>25- 50%: 1 point</i></p>	3
<p style="text-align: center;">2030 COMPREHENSIVE PLAN</p> <p><i>Projects specifically identified as an action item, adopted Area Plan, or other special purpose plan.</i></p>	<p style="text-align: center;">Identified as Comprehensive</p> <p><i>Plan Action Item: 5 points</i></p>	3
<p style="text-align: center;">REINVESTMENT AREA</p> <p><i>Projects located in a Target Area for Economic Development, as show on Map ED-1 in the Comprehensive Plan.</i></p>	<p style="text-align: center;">Identified as Target Area</p> <p><i>Located within Target Area on Map ED-1: 3 points</i></p>	3
<p style="text-align: center;">EQUITY AND DEMOGRAPHICS</p> <p><i>This criterion is based on the Wake County Vulnerability Index. Analysis includes socioeconomic and demographic factors, including unemployment, age dependency, educational attainment rate, housing vacancy, and poverty level rates</i></p>	<p style="text-align: center;">Wake County Community Vulnerability Rank</p> <p><i>High (> 364): 3 points</i> <i>Medium-High (273-364): 2 points</i> <i>Medium-Low (182-272): 1 point</i></p>	3
TOTAL:		40