Memorandum

CITY OF DALLAS

DATE April 22, 2016

TO Honorable Members of the Transportation & Trinity River Project Committee:
Lee Kleinman (Chair), Eric Wilson (Vice-Chair), Sandy Greyson, Monica R. Alonzo, Adam Medrano, Casey Thomas II

SUBJECT Bond Program Policy and Technical Selection Criteria for Prioritizing Street Projects

On Monday, April 25, 2016, you will be briefed on the Bond Program Policy and Technical Selection Criteria for Prioritizing Streets Projects. The briefing materials are attached for your review.

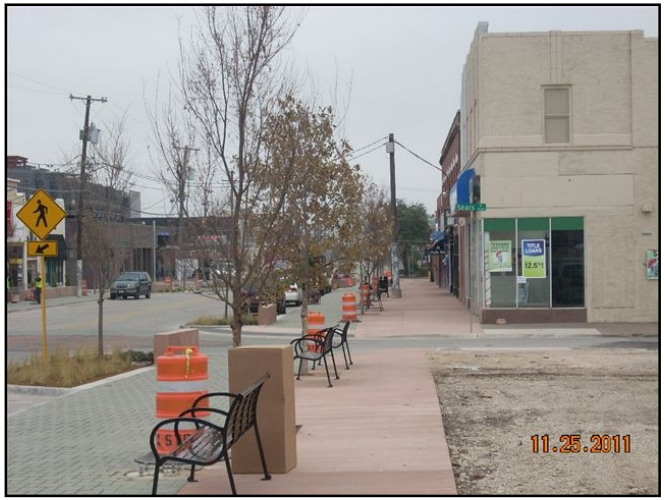
Please feel free to contact me if you have any questions or concerns.

Jill A. Jordan, P.E.
Assistant City Manager

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager
Eric D. Campbell, Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

Bond Program Policy and Technical Selection Criteria for Prioritizing Street Projects

TRANSPORTATION & TRINITY RIVER PROJECT COMMITTEE – APRIL 25, 2016



ECONOMIC VIBRANCY

PUBLIC SAFETY

Purpose

- Develop policy for the streets portion of the Bond Program
- Seek feedback on the Prioritizing Improvements (Technical Selection Criteria)

POLICY AND TECHNICAL SELECTION CRITERIA

- Project Selection should advance Council Objectives
- Criteria are used to rank each project
  - Projects that most reflect Council Policy achieve a higher ranking
- Approval is needed for the Technical Ranking Criteria

Street and Transportation Categories of Needs

- Alley Petition
- Alley Reconstruction
- Barrier Free Ramp
- Bridge Repair and Modification
- Dynamic Message Signs
- Intergovernmental Partnership Project
- School Flashers - Communications Upgrade
- Sidewalk Replacement
- Sidewalk Safety Projects
- Street Lighting
- Street Petition
- Street Reconstruction
- Street Resurfacing
- Target Neighborhood
- Thoroughfare
- Traffic Control Signs Upgrade
- Traffic Signal Upgrade
- Traffic Signals - Detectors
- Warranted School Flashers and Traffic Signals

Notes: 1) On-street bicycle facilities are included in the Needs Inventory under the appropriate category such as resurfacing, reconstruction, thoroughfares, etc. 2) Bike trails are included in the Parks and Recreation Needs Inventory, but may be included in a Streets proposition.

Street and Transportation Categories of Needs - Continued

- All Street Projects will now comply with:
  - Thoroughfare Plan
  - Complete Street Design Guide (adopted Jan. 2016)
- The “Streetscape/Complete Street” category is no longer needed

Alley Petition Category

- Improves unpaved alleys
- Property owners petition to improve their unpaved alley
  - Agree to dedicate any necessary right-of-way
  - Pay an assessment based on the enhanced value of property
  - Grant funds may be available to pay assessment cost for qualifying homeowners
- Alleys are ranked by date petition is approved
- Policy questions for Full Council Briefing on May 18th
  - Should City pave unpaved alleys?
  - Should Alley Petition program continue?

Alley Reconstruction Category

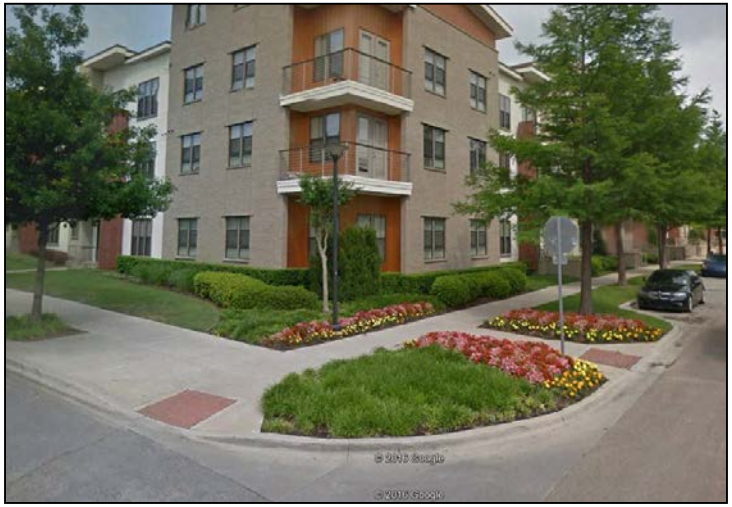
- Reconstructs paved alleys in poor condition
- Technical Selection Criteria:
  - Pavement Condition Index
  - Time in unsatisfactory condition
  - Needed for rear entry access
  - Needed for garbage pickup
  - Needed for drainage
  - Right-of-way availability

Alley Reconstruction Category

#	Criteria	Maximum Points
1	Percentage of Defect	30
2	Time in Unsatisfactory Condition	20
3	Alley Used for Rear Entry Access	20
4	Alley Used for Garbage Pickup	15
5	Availability of Existing Right-of-Way	10
6	Needed for Drainage	5
	Total Maximum Score	**100**

Barrier Free Ramp Category

- Constructs new barrier-free ramps (BFRs)
- Required to comply with Americans with Disabilities Act (ADA)
  - City must have a 10-year transition plan illustrating how it plans to address ADA deficiencies
- Technical Selection Criteria:
  - Serves High Demand Areas
    - Government Offices and Facilities
    - Health Care Facilities
    - Transit Stops (bus and rail)
    - Commercial Districts
    - Schools
  - Posted speed of street
  - Date request was made
  - Number of affected users



Barrier Free Ramp Category

#	Criteria	Maximum Points
1	Places of Public Accommodation (Schools, Gov't Offices, Transit Stops, CBD, Hospitals)	70
2	Posted Speeds	10
3	Date Request Was Made	10
4	Number of Physically Challenged Users	10
	Total Maximum Score	**100**

- Policy questions:
  - How much should be funded?
  - What should be the funding source (General Fund, GO Bond)?
    - Need flexibility to respond to Barrier Free Ramp requests

Bridge Repair and Modification Category

- Repairs deficient City bridges

#	Technical Selection Criteria	Maximum Points
1	Condition of components (channel, substructure, superstructure, approaches, deck, culverts, etc.)	40
2	Critical structural element evaluation	20
3	Existing capacity vs. traffic volume	10
4	Whether project leverages funding	10
5	Addresses drainage/flooding issues	20
	Total Maximum Score	**100**

Dynamic Message Signs (New)

- Upgrade Message Signs
  - 37 total signs
    - 21 Signs at Fair Park
    - 16 others throughout City

    Note: About half are not functioning
- Policy Question: Do the benefits warrant high replacement costs?
- Staff Recommendation: Discontinue program except for Fair Park.

Dynamic Message Signs

#	Criteria	Maximum Points
1	Outside funding	50
2	Sign around Fair Park	25
3	Sign in working condition	25
	Total Maximum Score	**100**

Intergovernmental Partnership Project Category

- Partners with other agencies on improvements (funding and construction)
  - Streets and bridges
  - Trails
  - Intersections
- Other agencies prioritize projects based on the Council's agreement to fund the City's share
- No projects are kept in this category between bond programs
- Projects move into this category when other agencies have their funding

Railroad Quiet Zones (New)

- Provide crossing improvements that mitigate the need for train horns
  - Quad gates
  - Road medians

- Technical Selection Criteria:
  - Number of accidents
  - Number of noise complaints
  - Cost for improvements

Railroad Grade Separations (New)

- Separates Street Traffic from Train Traffic
  - Road Bridge over RR Track
  - RR Bridge over Street
- Technical Selection Criteria:
  - Number of accidents
  - Volume of street traffic
  - Volume of train traffic
  - Minutes/day crossing is blocked

School Flashers Communications Upgrade (New)

- Over 1,300 school flashers
- Activated by a failing antiquated "pager" system
- Upgrade to modern two-way communications

- Policy questions:
  - Should funding come from operating or bond funds?

Sidewalk Replacement Category

- Replacement of deteriorated sidewalks for homeowners
- Assists property owners with 50/50 cost sharing
- Prioritized by date of request

- Policy questions for Full Council Briefing on May 18th
  - Should City continue to share 50/50 cost?
  - Whose cost should it be to rebuild sidewalks?

Sidewalk Safety Project Category

- Constructs new sidewalks

- <u>Policy questions for Full Council Briefing on May 18th:</u>
  - Limit program to schools or transit services?
  - Seek cost sharing with ISD's or DART?

#	Technical Selection Criteria	Maximum Points
1	Construction Feasibility	50
2	Type of Pedestrian	25
3	Pedestrian Count	10
4	Traffic Speed	10
5	Date of Request	5
	Total Maximum Score	**100**

Street Lighting – Existing Thoroughfares (Criteria Modified)

- Installs new street lights on major thoroughfares
- Technical Selection Criteria:
  - Type of existing lighting
  - Traffic volumes
  - Pedestrian volumes
  - Width of street
  - Length of roadway without standard lighting
  - Number of requests for street lights
- 2012 Technical Criteria deleted:
  - Existing illumination levels

Street Lighting

#	Criteria	Maximum Points
1	Type of Existing Lighting	20
2	Traffic Volumes	20
3	Pedestrian Volumes	20
4	Width of Street	10
5	Length of Roadway Without Standard Lighting	20
6	Number of Requests for Street lights	10
	Total Maximum Score	**100**

Street Petition Category

- Improves gravel or asphalt streets with bar-ditches to be concrete, curb and gutter streets with storm sewers and sidewalks
- Property owners petition to improve their street
  - Agree to dedicate necessary right-of-way
  - Pay an assessment based on the enhanced value of property
  - Grant funds may be available to pay assessment cost for qualifying homeowners
- Ranked by date petition was approved
- Policy questions for Full Council Briefing on May 18th
  - Should petitions and assessments continue?

Street Reconstruction Categories Arterial, Collector and Local Streets

- Provides for the design and reconstruction of streets ranked “E” (failed condition) that have deteriorated beyond repair
- Technical Criteria include:
  - Pavement Condition Index
  - Time in Unsatisfactory Condition
  - Zoning (traffic generators)
  - Street Classification and Use
  - Economic Development Initiatives
  - DWU Work Plan (concurrent project)
- Policy questions:
  - Prioritize high demand streets over low demand streets?
  - Prioritize commercial streets over residential streets?
  - Prioritize streets in Neighborhood Plus areas?

Street Reconstruction Categories Arterial, Collector and Local Streets

#	Criteria	Maximum Points
1	Pavement Condition Index	50
2	Time in Unsatisfactory Condition	10
3	Zoning	10
4	Street Classification	15
5	Economic Development	10
6	DWU Work Plan Project	5
	Total Maximum Score	**100**

Street Resurfacing Category

- Resurfacing asphalt streets ranked “D” (poor condition) with mostly adequate sub-base material
- Technical Selection Criteria:
  - Pavement Condition Index
  - Time in Unsatisfactory Condition
  - Street Classification and Use
  - Economic Development Initiatives
  - DWU Work Plan (concurrent project)
- Policy questions:
  - Prioritize high demand streets over low demand streets?
  - Prioritize commercial streets over residential streets?
  - Prioritize streets in Neighborhood Plus areas?
  - Should this category be funded in the Operating Budget?

Street Resurfacing Category

#	Criteria	Maximum Points
1	Pavement Condition Index	50
2	Time in Unsatisfactory Condition	20
3	Street Classification	15
4	Economic Development	10
5	DWU Work Plan Project	5
	Total Maximum Score	**100**

Target Neighborhood Category

- This category is used to upgrade unimproved residential streets when we don't have a street petition
- Typically streets with previous failed petition
- If selected, adjacent property owners are assessed for part of the cost
  - Assistance may be available for qualifying residents
- No projects are kept in this category between bond programs
- Policy questions:
  - Continue with program?
  - Should criteria be developed to address unimproved streets?

Thoroughfare Category

- Thoroughfare Projects
  - Encourages economic development
  - Applies to new or refurbished streets
  - Provides for multi-modal and streetscape improvements
  - Consistent with Thoroughfare Plan and Complete Street Design Standards

Thoroughfare Category

- Technical criteria includes:
  - Mobility
  - Safety
  - Economic Development

Criteria	Score
Mobility (30 points)	
Capacity Deficiency	10
System Continuity	10
Multimodal	10
Safety (30 points)	
Bicycle/Pedestrian Accident Rate (NEW)	5
Vehicle Accidents (NEW)	5
Proximity to Schools and Parks	10
Existing Street Condition	10
Economic Development (40 points)	
Economic Development Support	15
Distressed/Underutilized Area Support	15
Previous Project Commitment/Coordination	10
Total Score (maximum)	100

Traffic Control Signs Upgrade (New)

- Implements a Traffic Sign Replacement Program
  - Signs have a ten year (night) life expectancy
  - 10% of the signs will be replaced each year
  - All signs will be replaced every ten years

- Technical Selection Criteria:
  - By “Blanket Replacement” area
  - All signs within an area are replaced together
- Policy Question:
  - Should this category be paid for with operating funds or included in bond program?

Traffic Signals Upgrade (Criteria Modified)

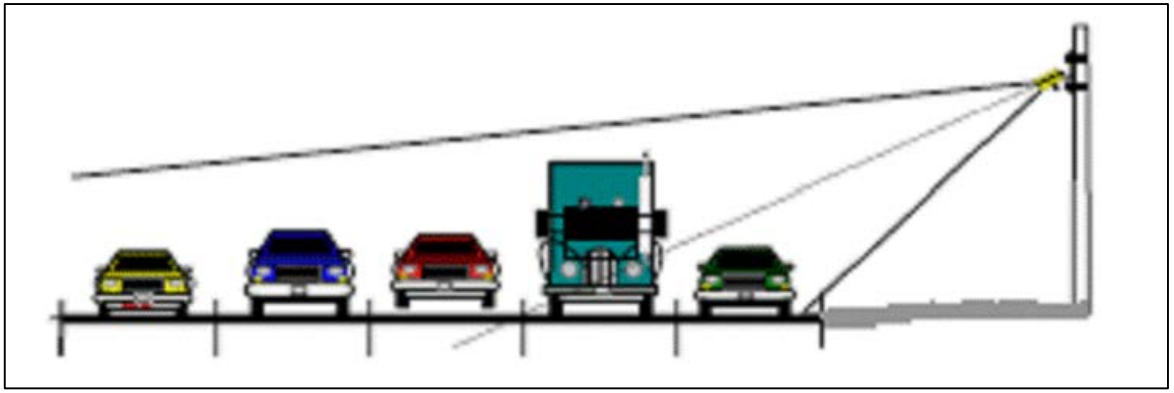
- Replace 60 obsolete Traffic Signals each year
  - Replace each signal every 25 years
  - Upgrade to current standards
- Technical Selection Criteria:
  - Number of Correctible Accidents in three years
  - Age of Signal Hardware
  - Type of Signal Hardware
  - Number of Service Requests in three years
- Technical Criteria (deleted):
  - Age of hardware and type of mounting
  - Potential for hardware damage
  - Need for operational improvements
- Policy Question:
  - Should this category be paid for with operating funds or included in bond program?

Traffic Signals Upgrade

#	Criteria	Maximum Points
1	Number of Correctible Accidents in 3 years	30
2	Age of Hardware	25
3	Type of Hardware	25
4	Number of Service Requests in 3 years	20
	Total Maximum Score	**100**

Traffic Signals – Detectors (New)

- Upgrades Traffic Signal Detection
- Uses Radar Technology
- Technical Selection Criteria:
  - Number of “Correctible Accidents in Past 3 Years”
  - Traffic Volumes
  - Number of Service Requests
- Policy Question:
  - Should this category be paid for with operating funds or included in bond program?



Traffic Signals - Detectors

#	Criteria	Maximum Points
1	Number of Correctible Accidents in 3 Years	50
2	Traffic Volumes at Intersection	25
3	Number of Service Requests	25
	Total Maximum Score	**100**

Warranted Traffic Signals and School Flashers (New)

- Installs new school flashers and traffic signals
- Technical Ranking Criteria (traffic signals only):
  - Number of Correctible Accidents in 12 months
  - Pedestrian/School Issues
  - Traffic Volumes
  - Number of Traffic Signal Warrants Met
  - How long signal has been justified
- Warranted school flashers will be funded with this category
- Policy questions:
  - Should program costs be shared with the ISD or the private development that triggers the need?
    - If so, should this outside funding lead to a higher prioritization for these projects?

Warranted Traffic Signals/School Flashers

#	Criteria	Maximum Points
1	Number of Correctible Accidents in 12 months	30
2	Pedestrian/School Issues	20
3	Traffic Volumes	20
4	Number of Traffic Signal Warrants met	15
5	How long signal has been justified	15
	Total Maximum Score	**100**

Summary: Policy Questions

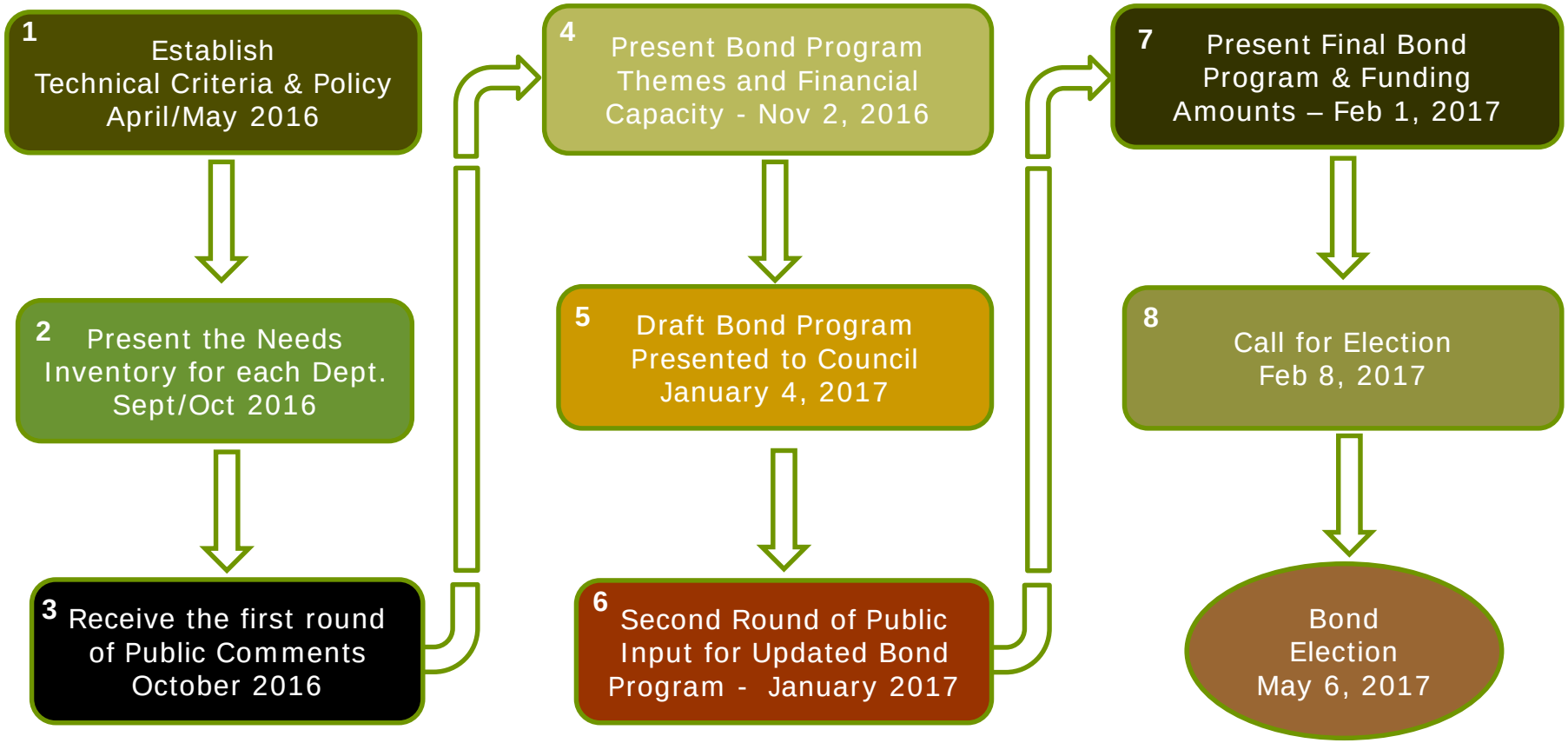
- Should the technical selection criteria presented today be adopted?
- Should additional priority be given to projects that are associated with Neighborhood Plus (Ex. Slides 23, 25, and 27)?
- Should additional priority be given to projects that encourage economic development (Ex. Slides 24, 26, 28, 29)?
- With respect to street reconstruction and resurfacing:
  - Should commercial streets be given priority over residential streets?
  - Should higher volume streets be given priority over lower volume streets?

Summary: Policy Questions Continued

- Should DART, local ISD's, and adjacent property owners participate in funding these street infrastructure elements (Slides 17-19 and 35)?
- Should the City continue a 50/50 sidewalk cost share program or require adjacent property owners to pay full cost (Slide 18)?
- Should petition and assessment programs continue (Slides 6, 22, and 27)?

*There will be a full council briefing on sidewalk & assessment policies on May 18th.

Streets Projects – Next Steps



Streets Projects

Questions/Comments?

Appendix

Alley Reconstruction Category

#	Criteria	Maximum Points
1	Percentage of Defect	30
2	Time in Unsatisfactory Condition	20
3	Alley Used for Rear Entry Access	20
4	Alley Used for Garbage Pickup	15
5	Availability of Existing Right-of-Way	10
6	Needed for Drainage	5
	Total Maximum Score	**100**

1. **Percentage of Defect**
   (____% x 0.3)

2. **Time in Unsatisfactory Condition**
   Two points per year up to 20 points for 10 or more years

3. **Alley used for Rear Entry**
   20 – Yes
   0 – No

4. **Alley used for Garbage Collection**
   15 – Yes current collection
   10 – Potential collection
   0 – Not used for collection

5. **Availability of Existing Right-of-Way**
   10 – 15 ft. existing ROW or citizens are willing to dedicate all necessary ROW
   5 – Inadequate ROW but some citizens are willing to dedicate necessary ROW
   0 – Inadequate ROW throughout

6. **Needed for Drainage**
   5 – Alley and property flooding
   3 – Additional drainage capacities needed
   0 – No drainage concern

Barrier Free Ramp Category

#	Criteria	Maximum Points
1	Places of Public Accommodation	70
2	Posted Speeds	10
3	Date Request Was Made	10
4	Number of Physically Challenged Users	10
	Total Maximum Score	**100**

1. Places of Public Accommodation
(Maximum Score: 70 points)

a. City Facilities	70
b. Other Governmental Facilities (Court Houses, Tax Offices, and Schools)	50
c. Major Health Care Facilities (Baylor, Parkland, Methodist, etc.)	50
d. Retirement Centers	40
e. Minor Health Care Facilities (Clinics, Doctor offices, etc.)	40
f. Commercial Districts	30
g. Bus Stops & Transportation Centers	40
h. Residential District	10

2. Posted Traffic Speed

0 to 30 MPH	0
30 to 45 MPH	5
Over 45 MPH	10

3. Date Request was Made

1 year	1
2 years	2
-	-
-	-
10 years or longer	10

4. Number of physically challenged users (provided by requestor)

1 user	1
2 users	2
-	-
-	-
9 users	9
10 or more users	10

Bridge Repair & Modification Category

#	Criteria	Maximum Points
1	Condition of components (channel, substructure, superstructure, approaches, deck, culverts, etc.)	40
2	Critical structural element evaluation	20
3	Existing capacity vs. traffic volume	10
4	Whether project leverages funding	10
5	Addresses drainage/flooding issues	20
	Total Maximum Score	**100**

Component	(9-n)
Deck:	
Superstructure:	
Substructure:	
Channel:	
Culverts:	
Approaches:	
Misc.:	
TOTAL:	
(n is lowest element rating)	

1. Condition of Components: deck, superstructure, substructure, channel, culverts, approaches

   Points for this factor are the sum of (9-n) where n is the rating for the worst element of each component and has a value of 5 or less (maximum points are 48, for a bridge with six components rated "1")

2. Critical structural element evaluation

   Points for this factor range from 0-20 based on severity of the condition of a particular component

3. Existing capacity compared to current traffic volume

Comparison	Points
capacity exceeded	10
at capacity	5
under capacity	0

4. Whether project leverages other funds

Leverages	Points
yes	10
no	0

5. Addresses drainage/flooding issues caused by bridge being too low or small (i.e., it backs up water)

   yes=20 points; no=0 points

Dynamic Message Signs

#	Criteria	Maximum Points
1	Outside funding	50
2	Sign around Fair Park	25
3	Sign in working condition	25
	Total Maximum Score	**100**

Outside Funding

0 0-10%

1 11-30%

2 31-50%

3 Greater than 50%

Sign Around Fair Park

0 Not around Fair Park

3 Around Fair Park

Sign in Working Condiiton

0 Yes

3 No

Project Category: Dynamic Message Signs			Date: April 22, 2016	
#	Criteria	Rating (0-3)	Weight	Weighted Total
1	Outside Funding		50	
2	Signs around fair Park?		25	
3	Sign in working condition?		25	
Items 1-3 RATING/3 =			TOTAL WEIGHTED	

Sidewalk Safety Project Category

#	Criteria	Maximum Points
1	Construction Feasibility	50
2	Type of Pedestrian	25
3	Pedestrian Count	10
4	Traffic Speed	10
5	Date of Request	5
	Total Maximum Score	**100**

1. Construction Feasibility: **Score:**

< $50 per linear foot	50
$50 to $100 per linear foot	30
$101 to $150 per linear foot	10
>$150 per linear foot	1

2. Type of Pedestrian

Elementary/Preschool Student	25
Middle School Student, Senior Citizens	20
High School Student, Parent with Strollers	15
Other	10

3. Pedestrian Count: (School children will be counted before and after school hours: other – peak hours)

1	1
2	2
3	3
-	-
9	9
10 or more	10

4. Posted Traffic Speed:

0 to 30 MPH	0
30 to 45 MPH	5
>45 MPH	10

5. Date of Request

1 Year	1
2 Years	2
3 Years	3
4 Years	4
5 Years or Longer	5

Street Lighting

#	Criteria	Maximum Points
1	Type of Existing Lighting	20
2	Traffic Volumes	20
3	Pedestrian Volumes	20
4	Width of Street	10
5	Length of Roadway Without Standard Lighting	20
6	Number of Requests for Street lights	10
	Total Maximum Score	**100**

#	Criteria	Rating (0-3)	Weight	Weighted Total
1	Type of Existing Lighting		20	
2	Traffic Volumes		20	
3	Pedestrian Volumes		20	
4	Width of Street		10	
5	Length of Roadway Without Standard Lighting		20	
6	Number of Requests for Street Lighting		10	
	Items 1-6		TOTAL WEIGHTED	
		RATING/3 =		

Type of Existing Lighting

1 Existing street lights are mounted on wood poles

3 There are no existing street lights

Traffic Volumes

0 Average daily traffic is less than 5,000 vehicles per day

1 Average daily traffic is between 5,000 and 10,000 vehicles per day

2 Average daily traffic is between 10,000 and 20,000 vehicles per day

3 Average daily traffic is over 20,000 vehicles per day

Pedestrian Volumes

0 Less than 5 pedestrians per hour use the adjacent sidewalks

1 Between 6 and 20 pedestrians per hour use the adjacent sidewalks

2 Between 21 and 50 pedestrians per hour use the adjacent sidewalks

3 More than 50 pedestrians per hour use the adjacent sidewalks

Width of Street

0 Street has one lane of traffic in each direction

2 Street has two lanes of traffic in each direction

3 Street has 3 or more lanes of traffic in each direction

Length of Roadway Without Standard Lighting

0 Length of roadway without standard lighting is less than 500 feet

1 Length of roadway without standard lighting is between 500 and 1000 feet

2 Length of roadway without standard lighting is between 1000 and 2000 feet

3 Length of roadway without standard lighting is greater than 2000 feet

Number of Requests for Street Lighting

0 Received no requests for street lighting on this stretch of roadway in the last 5 years

1 Received 1 request for street lighting on this stretch of roadway in the last 5 years

2 Received 2 requests for street lighting on this stretch of roadway in the last 5 years

3 Received 3 or more requests for street lighting on this stretch of roadway in the last 5 years

Street Reconstruction Categories Arterial, Collector and Local Streets

#	Criteria	Maximum Points
1	Pavement Condition Index	50
2	Time in Unsatisfactory Condition	10
3	Zoning	10
4	Street Classification	15
5	Economic Development	10
6	DWU Work Plan Project	5
	Total Maximum Score	**100**

1. **Pavement Condition Index**
   (100-PCI) x 0.5

2. **Time in Unsatisfactory Condition**
   1 point per year up to 10 points for 10 or more years

3. **Zoning**
   - 10 - Commercial
   - 8 - General Retail and Offices
   - 6 - Multifamily Residential
   - 2 - Residential

4. **Street Classification**
   - 15 - Major Thoroughfare
   - 10 - Secondary Thoroughfare
   - 5 - Collector
   - 0 - Residential

5. **Economic Development**
   - 10 - Yes
   - 0 - No

6. **DWU Work Plan Project**
   - 5 - Yes
   - 0 - No

Street Resurfacing Category

#	Criteria	Maximum Points
1	Pavement Condition Index	50
2	Time in Unsatisfactory Condition	20
3	Street Classification	15
4	Economic Development	10
5	DWU Work Plan Project	5
	Total Maximum Score	**100**

1. **Pavement Condition Index**
   (100 – PCI) X 0.50

2. **Time in Unsatisfactory Condition**
   1 - 1 year
   2 - 2 years
   3 - 3 years
   * *
   * *
   20 - 20 years and over

3. **Street Classification**
   15 - Principal Arterial (Freeway, Thoroughfare, Major Couplet, and Divided Secondary)
   10 - Minor Arterial/Community Collector (non-divided Secondary and Commercial/Collector)
   5 - Local (Residential)

4. **Economic Development**
   10 – Yes
   0 – No

5. **DWU Work Plan Project**
   5 – Yes
   0 – No

Thoroughfare Category

MOBILITY (30 points)

1. Capacity Deficiency
    a. Maximum score: 10 points
    b. Current volume to capacity ratio
    c. A project will receive up to 10 points based on the ration of existing daily traffic volume to existing roadway capacity (V/C ratio).
    d. Scoring:

Capacity Deficiency Criteria	Points
V/C ratio less than 0.7	0
V/C ratio 0.7 to 0.8	3
V/C ratio 0.8 to 0.9	6
V/C ratio 0.9 to 1.0	9
V/C ratio greater than 1.0	10

Thoroughfare Category

2. System Continuity
    a. Maximum score: 10 points
    b. A project will receive 10 points if it provides lane continuity across an intersection or provides lane balance for a section of roadway connecting to existing roadway sections.

3. Intermodal/Multimodal
    a. Maximum score: 10 points
    b. Scoring:

Intermodal/Multimodal Criteria	Points
Bus Route/Rail Station	3
Bicycle Route	3
Truck Route	3
No Existing Sidewalks	1

Thoroughfare Category

SAFTEY (30 points)

4. Bicycle/Pedestrian Accident Rate
   a. Maximum score: 5 points
   b. Scoring:

Accident Rate Criteria	Points
No Accident	0
1-5 Bicycle/Pedestrian Accident	3
6+ Bicycle/Pedestrian Accident	5

   c. 2009-2015 years of data

5. Vehicle Accident
   a. Maximum score: 5 points
   b. Scoring:

Accident Rate Criteria	Points
No Accident	0
1-2 Vehicle Accident	3
3+ Vehicle Accident	5

   c. 2013-2015 years of data

Thoroughfare Category

6. Proximity to Schools and Parks
    a. Maximum score: 10 points
    b. A project will receive 10 points if it provides direct access to park or school, i.e., within 0.25 miles of Thoroughfare.

7. Existing Street Condition
    a. Maximum score: 10 points
    b. Scoring:

Existing Street Condition Criteria	Score
Street Surface Condition Rating A-C	0
Street Surface Condition Rating D	5
Street Surface Condition Rating E	10

    c. Based on Public Works Pavement Management Program (PMP) data

Thoroughfare Category

ECONOMIC DEVELOPMENT (40 points)

8. Economic Development Support
   a. Maximum score: 15 points
   b. A project will receive up to 15 points based on an assessment by Economic Development that identifies whether a project supports Council-endorsed economic development projects/programs.
   c. Scoring

Economic Development Support Criteria	Points
No Initiative	0
Low Priority	5
Medium Priority	10
High Priority	15

9. Distressed/Underutilized Area Support
   a. Maximum Score: 15 points
   b. A project will receive up to 15 points based on the most recent Dallas County's Tax Abatement Policy, Census tract classification: priority, strategic, and other.
   c. Scoring:

Distressed/Underutilized Area Support Criteria	Points
Other	0
Strategic Area	5
Combination of areas	10
Priority Area	15

Thoroughfare Category

10. Previous Project Commitment/Coordination
    a. Maximum Score: 10 points
    b. A project will receive 10 points based on a prior Council action supporting the project for funding through a partnership program and/or existing funding commitment in a prior bond program.

Traffic Signals - Detectors

#	Criteria	Maximum Points
1	Number of Correctible Accidents in 3 Years	50
2	Traffic Volumes at Intersection	25
3	Number of Service Requests	25
	Total Maximum Score	**100**

#	Criteria	Rating (0-3)	Weight	Weighted Total
1	Number of correctible Accidents in 3 years		50	
2	Traffic Volumes at Intersection		25	
3	Number of Service Requests		25	
	Items 1-3 RATING/3 =		TOTAL WEIGHTED	

1. Number of correctible Accidents in 3 Years

0 No crashes

1 1-5
2 6-10
3 10 Or Greater

2. Traffic Volumes at Intersection

0 Total vehicles entering intersection less than 15,000 / day

1 Total vehicles entering intersection between 15,000 and 20,000 / day

2 Total vehicles entering intersection between 20,000 and 30,000 / day

3 Total vehicles entering intersection greater than 30,000 / day

3. Number of Service Requests

0 No SRs

1 0-30 SRs

2 30-60 SRs

3 60 < SRs

Traffic Signals Upgrade

#	Criteria	Maximum Points
1	Number of Correctable Accidents in 3 years	30
2	Age of Hardware	25
3	Type of Hardware	25
4	Number of Service Requests in 3 years	20
	Total Maximum Score	**100**

#	Criteria	Rating (0-3)	Weight	Weighted Total
1	Number of Correctible Accidents in 3 Years		30	
2	Age of Hardware		25	
3	Type of Hardware		25	
4	Number of Service Requests in 3 Years		20	
	Items 1-4 RATING/3 =		TOTAL WEIGHTED	

1. Number of Correctable Accidents in 3 years

   0 No Crashes
   1 1-5
   2 5-10
   3 10 <

2. Age of Hardware

   0 Hardware is less than 10 years old
   1 Hardware is 10 to 20 years old
   2 Hardware is 20 to 30 years old
   3 Hardware is over 30 years old

3. Type of Hardware

   0 Mast arm covers all lanes
   1 Mast arm is short or absent
   2 Mast arm is short and there are left-turn signal requests
   3 Spanwire signal

4. Number of Service Requests (SRs) in 3 years

   0 No SRs
   1 0-30 SRs
   2 30-60 SRs
   3 60 < SRs

Warranted Traffic Signals/School Flashers

#	Criteria	Rating (0-3)	Weight	Weighted Total
1	Number of Correctable Accidents in 12 Months		30	
2	Pedestrian / School Issue		20	
3	Traffic Volumes		20	
4	Number of Signal Warrants Met		15	
5	How Long Signal has been Justified		15	
	Items 1-5 RATING/3 =		TOTAL WEIGHTED	

Number of Correctable Accidents in 12 Months

0 Zero reported correctable crashes within 12 month period
1 Between 1 and 2 reported correctable crashes within 12 month period
2 Between 3 and 4 reported correctable crashes within 12 month period
3 5 or more reported correctable crashes within 12 month period

Pedestrian / School Issues

0 Does not meet pedestrian or school warrant
1 Meets pedestrian warrant
2 Meets school warrant
3 Meets both pedestrian and school warrant

Traffic Volumes

0 Total vehicles entering intersection < 15,000 / day
1 Total vehicles entering intersection between 15,000 and 20,000 / day
2 Total vehicles entering intersection between 20,000 and 30,000 / day
3 Total vehicles entering intersection greater than 30,000 / day

Number of Signal Warrants Met

0 Zero signal warrants met
1 Meets only 1 signal warrant
2 Meets 2 signal warrants
3 Meets 3 or more signal warrants

How Long Signal has been Justified

0 Signal has been justified between 0-3 months
1 Signal has been justified between 3-12 months
2 Signal has been justified between 1-2 years
3 Signal has been justified for more than 2 years