

Scoring Matrix for 2018-2023 Full Depth Reconstruction Projects

		Provide Transportation Choices			Access to Daily Needs and Regional Destinations				Promote Economic Opportunity			Respect Natural and Neighborhood Assets				Enhance Public Health and Safety				Maximize Public Benefits and Fiscal Responsibility with Integration																								
Project Name	Project Location	Person Capacity	Network Connectivity	Score	Neighborhood Accessibility	Regional Accessibility	Disadvantaged Accessibility	Score	Freight/ Goods movement	Development & Redevelopment Potential	Score	Air Quality	Water Quality	Neighborhood/District Impact	Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Score	Total Score																		
Five Mile Rd. pave-widening-roundabout	Strong to Lincoln-Cascade Way	##	Adds 2 modes	##	##	0	##	##	T4	0	Neutral	Neutral	Neutral	##	Medium	bike lane		improves sw	##	None	None	None	>75% funded	0	#N/A																			
Pettet Drive	Belt to TJ Meenach																																											
Rowan paving	Driscoll to Maple-Ash	##	Adds 1 mode	##	##	0	##	##	T4	0	Neutral	Neutral	Neutral	##	None	bike lane		improves sw	##	None	None	None	>75% funded	0	#N/A																			
Sunset Highway	Rustle to High Bridge																																											
Sharp Ave	Pearl To Hamilton																																											
Wellesley	Haven to Freya	##		##	##	##	##	##		0															0	#N/A																		
TJ Meenach paving	NW Blvd. to river	##	Adds 1 mode	##	none	0	1-2 destinations near project limits	2	T2	0	Neutral	Neutral	Neutral	##	None	buffered lane, greenway,		improves sw	##	None	None	None	>75% funded	0	#N/A																			
										##	##																																	
Main Avenue	Monroe to Pine	5k-10k ADT + HPTN	3	Adds 1 mode	2	5	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No chang	2	Neutral	2	Project listed in plan	5	6	None	0	buffered lane, greenway,	4	In Ped Priority Zone	5	add sw and/or xwalk	3	6	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	37.5
Sprague	Division to Ralph	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	5-6 destinations near project	4	32.91% +	5	7	T4	2	adjacent	5	7	No chang	2	New or updated facilities	5	Project listed in plan	5	8	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 40-60	3	<50% funded (any source)	4	8	36.7
Sprague	Maple to Division	10k-20k ADT + HPTN	4	Adds 1 mode	2	6	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No chang	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	36.0
Monroe Street 3-lane +	Indiana to Garland	10k-20k ADT + HPTN	4	None	0	4	score 6-10	2	1-2 destinations near project	2	26.45%-32.9%	4	5	T4	2	adjacent	5	7	adds VMT	0	New or updated facilities	5	Project listed in plan	5	7	Corrects documented	5	none	0	In Ped Priority Zone	5	add sw and/or xwalk	3	7	None	0	1956-1974	3	PCI 60-80	2	>50% funded (any source)	5	5	34.5
Spokane Falls Blvd.	Monroe to Division	5k-10k ADT + HPTN	3	None	0	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No chang	2	New or updated facilities	5	Consistent with plan concepts	2	6	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Low	1	1850-1930	5	PCI 60-80	2	grant eligible	1	5	33.5
Sprague	Ralph to Helena	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	1-2 destinations near project	2	32.91% +	5	5	T4	2	adjacent	5	7	No chang	2	New or updated facilities	5	Project listed in plan	5	8	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	33.3
1st Ave	Maple to Bernard	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No chang	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	33.0
Howard Street	SFB to 4th	< 5k ADT + HPTN	2	None	0	2	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No chang	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	32.2
Riverside Ave	Bernard to Grand	5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No chang	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	32.0

Scoring Matrix for 2018-2023 Full Depth Reconstruction Projects

Project Name	Project Location	Person Capacity	Network Connectivity	Score	Neighborhood Accessibility	Regional Accessibility	Disadvantaged Accessibility	Score	Freight/ Goods movement	Development & Redevelopment Potential	Score	Air Quality	Water Quality	Neighborhood/District Impact	Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Score	Total Score																		
Washington	SFB to 4th	10k-20k ADT	3	None	0	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	30.7
Maxwell	Maple to Monroe	5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project	2	32.91% +	5	6	T3	3	within 1/4 mile	3	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 20-40	4	limited	0	6	29.7
4th Avenue	Jefferson to Division	< 5k ADT	1	None	0	1	score 1-5	1	downtown core	5	19.37%-26.4%	3	6	T5	1	adjacent	5	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	28.7
Mallon	Monroe to Howard	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	3-4 destinations near project	3	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	28.3
Monroe	Maxwell to Indiana	10k-20k ADT + HPTN	4	None	0	4	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 80-100	0	grant eligible	1	5	28.3
Post St.	Main to 3rd	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1850-1930	5	PCI 60-80	2	limited	0	6	28.2
Napa	Sprague to 2nd	< 5k ADT	1	None	0	1	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1850-1930	5	PCI 0-20	5	limited	0	8	27.7
Belt	Garland to Rowan	5k-10k ADT	2	Adds 2 modes	3	5	score 11-15	3	1-2 destinations near project	2	6.93%-11.43%	1	4	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority	2	add sw and/or xwalk	3	4	Medium	3	1931-1955	4	PCI 60-80	2	limited	0	5	27.2
Maple Street	Riverside to Pacific	< 5k ADT + HPTN	2	Adds 1 mode	2	4	score 6-10	2	5-6 destinations near project	4	32.91% +	5	7	T4	2	within 1/4 mile	3		No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	add sw and/or xwalk	3	6	High	5	1956-1974	3	PCI 20-40	4	limited	0	6	25.5
Stevens	SFB to 4th	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0		None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1931-1955	4	PCI 60-80	2	grant eligible	1	5	25.5
4th Avenue	Sunset to Maple	5k-10k ADT	2	None	0	2	score 1-5	1	1-2 destinations near project	2	32.91% +	5	5	T5	1	None	0	1	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	High	5	1850-1930	5	PCI 20-40	4	grant eligible	1	8	25.0
Fort George Wright	Gvmt Way to river	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	1-2 destinations near project	2	32.91% +	5	5	T2	4	within 1/4 mile	3	7	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority	2	add sw and/or xwalk	3	3	None	0	1956-1974	3	PCI 40-60	3	grant eligible	1	4	25.0
Cedar	11th to 15th	10k-20k ADT	3	Adds 1 mode	2	5	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	vicinity of Ped Priority	2	sw ramps or repair	2	4	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6	24.8
Broadway Avenue	Cedar to Post	< 5k ADT	1	None	0	1	score 6-10	2	1-2 destinations near project	2	32.91% +	5	6	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	24.7
Napa	Sprague to Trent	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	32.91% +	5	4	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	none	0	In Ped Priority Zone	5	add sw and/or xwalk	3	4	None	0	1956-1974	3	PCI 40-60	3	grant eligible	1	4	24.5
Riverside Ave	Hemlock to Maple	< 5k ADT	1	None	0	1	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	24.5
Howard Street	Mallon to Maxwell	< 5k ADT	1	None	0	1	score 6-10	2	3-4 destinations near project	3	32.91% +	5	7	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	24.3
Summit Blvd - Mission	A St. to Pettit	< 5k ADT	1	None	0	1	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	High	5	1931-1955	4	PCI 40-60	3	limited	0	6	24.3
Cowley St.	4th to Rockwood	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	1-2 destinations near project	2	19.37%-26.4%	3	5	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	add sw and/or xwalk	3	4	Medium	3	1850-1930	5	PCI 40-60	3	limited	0	6	24.3

Scoring Matrix for 2018-2023 Full Depth Reconstruction Projects

Project Name	Project Location	Person Capacity	Network Connectivity	Score	Neighborhood Accessibility	Regional Accessibility	Disadvantaged Accessibility	Score	Freight/ Goods movement	Development & Redevelopment Potential	Score	Air Quality	Water Quality	Neighborhood/District Impact	Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Score	Total Score
Wellesley	Division to Nevada	10k-20k ADT + HPTN	4 None	0 4	score 1-5	1 1-2 destinations near project	2 26.45%-32.9%	4 5	T3	3 within 1/4 mile	3 6	No chang	2 Neutral	2 Not in plan	0 3	None	0 none	0 vicinity of Ped Priority	2 sw ramps or repair	2 2	None	0 1931-1955	4 PCI 20-40	4 grant eligible	1 5	23.8
Boone	Maple to Monroe	5k-10k ADT	2 None	0 2	score 6-10	2 none	0 32.91% +	5 5	T4	2 adjacent	5 7	No chang	2 Neutral	2 Not in plan	0 3	None	0 none	0 In Ped Priority Zone	5 sw ramps or repair	2 4	Medium	3 1850-1930	5 PCI 80-100	0 limited	0 4	23.8
Indiana Avenue	Ash to Monroe	< 5k ADT	1 Adds 1 mode	2 3	score 6-10	2 none	0 32.91% +	5 5	T4	2 within 1/2 mile	1 3	No chang	2 New or updated facilities	5 Not in plan	0 5	None	0 bike lane	3 none	0 sw ramps or repair	2 3	Medium	3 1850-1930	5 PCI 40-60	3 grant eligible	1 6	23.8
Helena St	Trent to 2nd	< 5k ADT	1 None	0 1	score 6-10	2 none	0 32.91% +	5 5	T4	2 adjacent	5 7	No chang	2 Neutral	2 Consistent with plan concepts	2 4	None	0 none	0 In Ped Priority Zone	5 sw ramps or repair	2 4	None	0 1931-1955	4 PCI 40-60	3 limited	0 4	23.7
Boone	Summit Blvd to Ash	< 5k ADT	1 None	0 1	score 6-10	2 none	0 32.91% +	5 5	T4	2 within 1/4 mile	3 5	No chang	2 Neutral	2 Not in plan	0 3	None	0 none	0 In Ped Priority Zone	5 sw ramps or repair	2 4	High	5 1850-1930	5 PCI 40-60	3 limited	0 7	23.3
Maple-Walnut	5th to 11th	10k-20k ADT	3 Adds 1 mode	2 5	score 1-5	1 none	0 19.37%-26.4%	3 3	T3	3 None	0 3	No chang	2 New or updated facilities	5 Not in plan	0 5	None	0 bike lane	3 vicinity of Ped Priority	2 sw ramps or repair	2 4	None	0 1850-1930	5 PCI 40-60	3 grant eligible	1 5	23.3
Rowan	Division to Nevada	< 5k ADT	1 None	0 1	score 6-10	2 1-2 destinations near project	2 26.45%-32.9%	4 5	T4	2 adjacent	5 7	No chang	2 Neutral	2 Not in plan	0 3	None	0 signing, marking	2 none	0 sw ramps or repair	2 2	None	0 1850-1930	5 PCI 20-40	4 limited	0 5	22.5
SE Blvd	29th to 31st	10k-20k ADT + HPTN	4 None	0 4	score 6-10	2 none	0 11.43%-19.36%	2 3	T4	2 adjacent	5 7	No chang	2 Neutral	2 Not in plan	0 3	None	0 bike lane	3 none	0 sw ramps or repair	2 3	None	0 1975-1994	2 PCI 20-40	4 grant eligible	1 4	22.3
Monroe	Garland to Wellesley	10k-20k ADT + HPTN	4 None	0 4	score 1-5	1 none	0 19.37%-26.4%	3 3	T4	2 within 1/4 mile	3 5	No chang	2 Neutral	2 Consistent with plan concepts	2 4	None	0 none	0 vicinity of Ped Priority	2 sw ramps or repair	2 2	None	0 1931-1955	4 PCI 20-40	4 grant eligible	1 5	22.2
Havana	Broadway to Sprague	5k-10k ADT	2 Adds 1 mode	2 4	score 1-5	1 1-2 destinations near project	2 26.45%-32.9%	4 5	T2	4 None	0 4	No chang	2 Neutral	2 Not in plan	0 3	None	0 none	0 none	0 add sw and/or xwalk	3 2	High	5 1995-present	1 PCI 40-60	3 grant eligible	1 5	21.8
Freya (Phase 1)	Wellesley to Francis	5k-10k ADT	2 None	0 2	score 1-5	1 1-2 destinations near project	2 19.37%-26.4%	3 4	T4	2 within 1/4 mile	3 5	No chang	2 Neutral	2 Project listed in plan	5 6	None	0 none	0 none	0 sw ramps or repair	2 1	None	0 1956-1974	3 PCI 40-60	3 limited	0 3	21.0
Rowan	Crestline to Market	< 5k ADT	1 Adds 1 mode	2 3	score 1-5	1 none	0 26.45%-32.9%	4 3	T4	2 within 1/4 mile	3 5	No chang	2 Neutral	2 Not in plan	0 3	None	0 signing, marking	2 vicinity of Ped Priority	2 add sw and/or xwalk	3 4	None	0 1850-1930	5 PCI 60-80	2 limited	0 4	21.0
17th Avenue	Grand to Upper Terrace	< 5k ADT	1 Adds 1 mode	2 3	score 1-5	1 1-2 destinations near project	2 6.93%-11.43%	1 3	T5	1 within 1/2 mile	1 2	No chang	2 Neutral	2 Not in plan	0 3	None	0 buffered lane, greenwa	4 none	0 add sw and/or xwalk	3 4	High	5 1850-1930	5 PCI 20-40	4 limited	0 7	20.8
Boone	Washington to Division	5k-10k ADT	2 None	0 2	score 6-10	2 1-2 destinations near project	2 32.91% +	5 6	T4	2 None	0 2	No chang	2 Neutral	2 Not in plan	0 3	None	0 signing, marking	2 In Ped Priority Zone	5 sw ramps or repair	2 5	None	0 1850-1930	5 PCI 60-80	2 limited	0 4	20.7
Howard Street	Maxwell to Buckeye	< 5k ADT	1 None	0 1	score 1-5	1 1-2 destinations near project	2 32.91% +	5 5	T4	2 within 1/4 mile	3 5	No chang	2 Neutral	2 Not in plan	0 3	None	0 bike lane	3 none	0 sw ramps or repair	2 3	None	0 1850-1930	5 PCI 40-60	3 limited	0 4	20.5
Nevada	Magnesium to Holland	>20k ADT	4 None	0 4	score 1-5	1 none	0 19.37%-26.4%	3 3	T2	4 None	0 4	No chang	2 Neutral	2 Not in plan	0 3	None	0 none	0 In Ped Priority Zone	5 sw ramps or repair	2 4	None	0 1975-1994	2 PCI 20-40	4 grant eligible	1 4	20.3
Havana	3rd to Hartson	5k-10k ADT	2 Adds 2 modes	3 5	score 1-5	1 1-2 destinations near project	2 6.93%-11.43%	1 3	T4	2 None	0 2	No chang	2 Neutral	2 Not in plan	0 3	None	0 bike lane	3 none	0 add sw and/or xwalk	3 3	High	5 1995-present	1 PCI 20-40	4 limited	0 5	20.3
Havana	Sprague to 3rd	5k-10k ADT	2 Adds 1 mode	2 4	score 1-5	1 none	0 11.43%-19.36%	2 2	T3	3 None	0 3	No chang	2 Neutral	2 Not in plan	0 3	None	0 bike lane	3 vicinity of Ped Priority	2 add sw and/or xwalk	3 4	High	5 1995-present	1 PCI 40-60	3 limited	0 5	20.2
14th Avenue	Bernard to Grand	< 5k ADT	1 None	0 1	score 6-10	2 none	0 0%-6.92%	0 1	T5	1 adjacent	5 6	No chang	2 Neutral	2 Not in plan	0 3	None	0 signing, marking	2 none	0 sw ramps or repair	2 2	High	5 1931-1955	4 PCI 20-40	4 grant eligible	1 7	20.0

Scoring Matrix for 2018-2023 Full Depth Reconstruction Projects

Project Name	Project Location	Person Capacity	Network Connectivity	Score	Neighborhood Accessibility	Regional Accessibility	Disadvantaged Accessibility	Score	Freight/ Goods movement	Development & Redevelopment Potential	Score	Air Quality	Water Quality	Neighborhood/District Impact	Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Score	Total Score																		
Frederick	Freya to Havana	5k-10k ADT	2	Adds 2 modes	3	5	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	19.8
Wellesley	Crestline to Haven	10k-20k ADT	3	None	0	3	score 6-10	2	none	0	26.45%-32.9%	4	4	T3	3	within 1/2 mile	1	4	No chang	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority	2	sw ramps or repair	2	2	None	0	1850-1930	5	PCI 60-80	2	grant eligible	1	4	19.7
Bernard - Ben Garrett -	9th to 14th	10k-20k ADT	3	None	0	3	score 6-10	2	none	0	6.93%-11.43%	1	2	T4	2	within 1/2 mile	1	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6	19.7
Freya paving	37th to 42nd	5k-10k ADT	2	Adds 1 mode	2	4	none	0	1-2 destinations near project	2	6.93%-11.43%	1	2	T4	2	within 1/2 mile	1	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	sw ramps or repair	2	3	High	5	1975-1994	2	PCI 40-60	3	grant eligible	1	6	19.7
Hartson	Freya to Havana	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	32.91% +	5	4	T4	2	None	0	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	High	5	1956-1974	3	PCI 40-60	3	limited	0	6	19.7
Freya paving	17th to 29th	10k-20k ADT	3	None	0	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T3	3	within 1/2 mile	1	4	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 60-80	2	grant eligible	1	7	19.5
Wellesley	Driscoll to A St.	5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	1-2 destinations near project	2	6.93%-11.43%	1	3	T3	3	None	0	3	No chang	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	none	0	sw ramps or repair	2	3	None	0	1995-present	1	PCI 40-60	3	grant eligible	1	3	19.3
Freya	Upriver to Euclid	5k-10k ADT	2	Adds 2 modes	3	5	none	0	none	0	19.37%-26.4%	3	2	T4	2	None	0	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority	2	sw ramps or repair	2	4	None	0	1931-1955	4	PCI 40-60	3	grant eligible	1	4	19.2
Empire	Crestline to Market	5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project	2	26.45%-32.9%	4	5	T3	3	None	0	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	None	0	1956-1974	3	PCI 40-60	3	limited	0	3	19.0
Summit Blvd	Boone to Broadway	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project	2	32.91% +	5	5	T4	2	None	0	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 60-80	2	limited	0	6	19.0
Rowan	Assembly to Driscoll	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	none	0	11.43%-19.36%	2	3	T4	2	None	0	2	No chang	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	grant eligible	1	5	18.8
Central Ave	Wall to Division	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	add sw and/or xwalk	3	4	None	0	1931-1955	4	PCI 60-80	2	limited	0	3	18.5
Summit Blvd	A St. to Boone	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project	2	32.91% +	5	5	T4	2	None	0	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1931-1955	4	PCI 60-80	2	limited	0	6	18.5
Cedar - High Drive	15th to 29th	10k-20k ADT	3	None	0	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T3	3	None	0	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	sw ramps or repair	2	3	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6	18.5
14th Avenue	Monroe to Grand	< 5k ADT	1	None	0	1	score 6-10	2	1-2 destinations near project	2	0%-6.92%	0	3	T4	2	within 1/4 mile	3	5	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 80-100	0	limited	0	5	18.3
Freya	Wellesley to Euclid	5k-10k ADT	2	Adds 2 modes	3	5	none	0	none	0	19.37%-26.4%	3	2	T4	2	within 1/2 mile	1	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	None	0	1995-present	1	PCI 40-60	3	grant eligible	1	3	18.2
Indiana Avenue	Monroe to Division	10k-20k ADT	3	None	0	3	score 6-10	2	none	0	26.45%-32.9%	4	4	T5	1	None	0	1	No chang	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority	2	sw ramps or repair	2	2	None	0	1850-1930	5	PCI 20-40	4	grant eligible	1	5	17.7
Bernard	29th to High Drive	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T4	2	None	0	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	High	5	1956-1974	3	PCI 40-60	3	grant eligible	1	6	17.5
Sunset Blvd	Hwy 2 to Rustle	5k-10k ADT + HPTN	3	Adds 1 mode	2	5	score 1-5	1	1-2 destinations near project	2	11.43%-19.36%	2	3	T3	3	None	0	3	No chang	2	New or updated facilities	5	Consistent with plan concepts	2	Clear safety benefit	3	bike lane	3	none	0	sw ramps or repair	2	4	None	0	None	0	PCI 40-60	3	grant eligible	1	2	17.3	

Scoring Matrix for 2018-2023 Full Depth Reconstruction Projects

Project Name	Project Location	Person Capacity	Network Connectivity	Score	Neighborhood Accessibility	Regional Accessibility	Disadvantaged Accessibility	Score	Freight/ Goods movement	Development & Redevelopment Potential	Score	Air Quality	Water Quality	Neighborhood/District Impact	Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Score	Total Score																		
Illinois	Perry to Market	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority	2	sw ramps or repair	2	4	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	17.3
Lincoln	Division to Nevada	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/4 mile	3	5	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1975-1994	2	PCI 20-40	4	limited	0	3	17.3
14th AVenue	Cedar to Monroe	< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 20-40	4	limited	0	7	17.3
Hatch Road (phase 1)	Highland Park Drive to 57th	10k-20k ADT	3	None	0	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T2	4	None	0	4	No chang	2	Neutral	2	Consistent with plan concepts	2	4	None	0	none	0	none	0	add sw and/or xwalk	3	2	None	0	1975-1994	2	PCI 0-20	5	limited	0	4	17.3
Belt	NW Blvd to Montgom	< 5k ADT	1	None	0	1	score 6-10	2	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	Low	1	1931-1955	4	PCI 40-60	3	limited	0	4	17.0
Empire	Nevada to Crestline	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	16.8
Wellesley	Nevada to Crestline	10k-20k ADT	3	None	0	3	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	16.8
25th Avenue	Bernard to Grand	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project	2	6.93%-11.43%	1	3	T5	1	within 1/2 mile	1	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1931-1955	4	PCI 20-40	4	limited	0	7	16.8
Milton-14th	16th to Lindeke	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T5	1	None	0	1	No chang	2	Neutral	2	Project listed in plan	5	6	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1956-1974	3	PCI 40-60	3	limited	0	3	16.8
Rockwood Blvd	Grand to Cowley	< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T5	1	within 1/2 mile	1	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	add sw and/or xwalk	3	4	Medium	3	1956-1974	3	PCI 20-40	4	limited	0	5	16.8
Rowan	Nevada to Crestline	5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	none	0	11.43%-19.36%	2	2	T4	2	within 1/2 mile	1	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1850-1930	5	PCI 80-100	0	limited	0	3	16.7
Sharp-Atlantic	Boone to Pearl	5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project	2	32.91% +	5	6	T4	2	None	0	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, n	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	None	0	1850-1930		PCI 60-80	2	limited	0	1	16.7
Hayford Road	48th to McFarlane	5k-10k ADT	2	Adds 1 mode	2	4	none	0	1-2 destinations near project	2	0%-6.92%	0	1	T3	3	None	0	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	none	0	2	None	0	1975-1994	2	PCI 0-20	5	grant eligible	1	4	16.5
6th-7th Avenue	Inland Empire to Walnut St.	< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No chang	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 60-80	2	limited	0	3	16.3
Perry	Wellesley to Euclid	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	11.43%-19.36%	2	2	T4	2	None	0	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	16.2
Empire	Division to Nevada	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	15.8
Wellesley	Freya to Havana	< 5k ADT	1	None	0	1	none	0	none	0	19.37%-26.4%	3	2	T4	2	within 1/4 mile	3	5	No chang	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 20-40	4	grant eligible	1	4	15.7
Strong Road	Five Mile to Cedar	< 5k ADT	1	Adds 2 modes	3	4	none	0	none	0	0%-6.92%	0	0	T5	1	None	0	1	No chang	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	None	0	1975-1994	2	PCI 20-40	4	grant eligible	1	4	15.5
Cozza Drive	Division to Nevada	< 5k ADT	1	None	0	1	score 1-5	1	none	0	26.45%-32.9%	4	3	T4	2	within 1/2 mile	1	3	No chang	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 20-40	4	limited	0	4	14.5

Scoring Matrix for 2018-2023 Full Depth Reconstruction Projects

Project Name	Project Location	Person Capacity	Network Connectivity	Score	Neighborhood Accessibility	Regional Accessibility	Disadvantaged Accessibility	Score	Freight/ Goods movement	Development & Redevelopment Potential	Score	Air Quality	Water Quality	Neighborhood/District Impact	Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Score	Total Score																				
Lindeke Street - 16th	Sunset Blvd to 195	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T5	1	None	0	1	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	limited	0	4	14.0		
Conklin St.	SE Blvd to Rockwood	< 5k ADT	1	None	0	1	score 6-10	2	none	0	6.93%-11.43%	1	2	T5	1	within 1/2 mile	1	2	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	Medium	3	None	0	1931-1955	4	PCI 0-20	5	limited	0	4	13.7
Quamish	Cascade Way to Austin	< 5k ADT	1	None	0	1	score 1-5	1	none	0	0%-6.92%	0	1	T5	1	None	0	1	No chang	2	Neutral	2	Project listed in plan	5	6	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1995-present	1	PCI 40-60	3	limited	0	2	13.2		
Qualchan Dr	Cheney Spokane to 195	5k-10k ADT	2	Adds 1 mode	2	4	none	0	none	0	0%-6.92%	0	0	T5	1	None	0	1	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1975-1994	2	PCI 40-60	3	grant eligible	1	3	13.2		
Rustle-Garden Springs	Sunset to City limits (near)	< 5k ADT	1	None	0	1	score 1-5	1	none	0	11.43%-19.36%	2	2	T5	1	None	0	1	No chang	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	none	0	1	None	0	1956-1974	3	PCI 20-40	4	limited	0	4	11.2		
Cascade Way	5-mile to Quamish	< 5k ADT	1	None	0	1	none	0	none	0	0%-6.92%	0	0	T5	1	None	0	1	No chang	2	Neutral	2	Project listed in plan	5	6	None	0	signing, marking	2	none	0	none	0	1	None	0	1995-present	1	PCI 40-60	3	limited	0	2	11.0		
Grandview Avenue	Garden Springs to 17th	< 5k ADT	1	None	0	1	score 1-5	1	none	0	11.43%-19.36%	2	2	T5	1	None	0	1	No chang	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	none	0	0	None	0	1956-1974	3	PCI 20-40	4	limited	0	4	10.2		