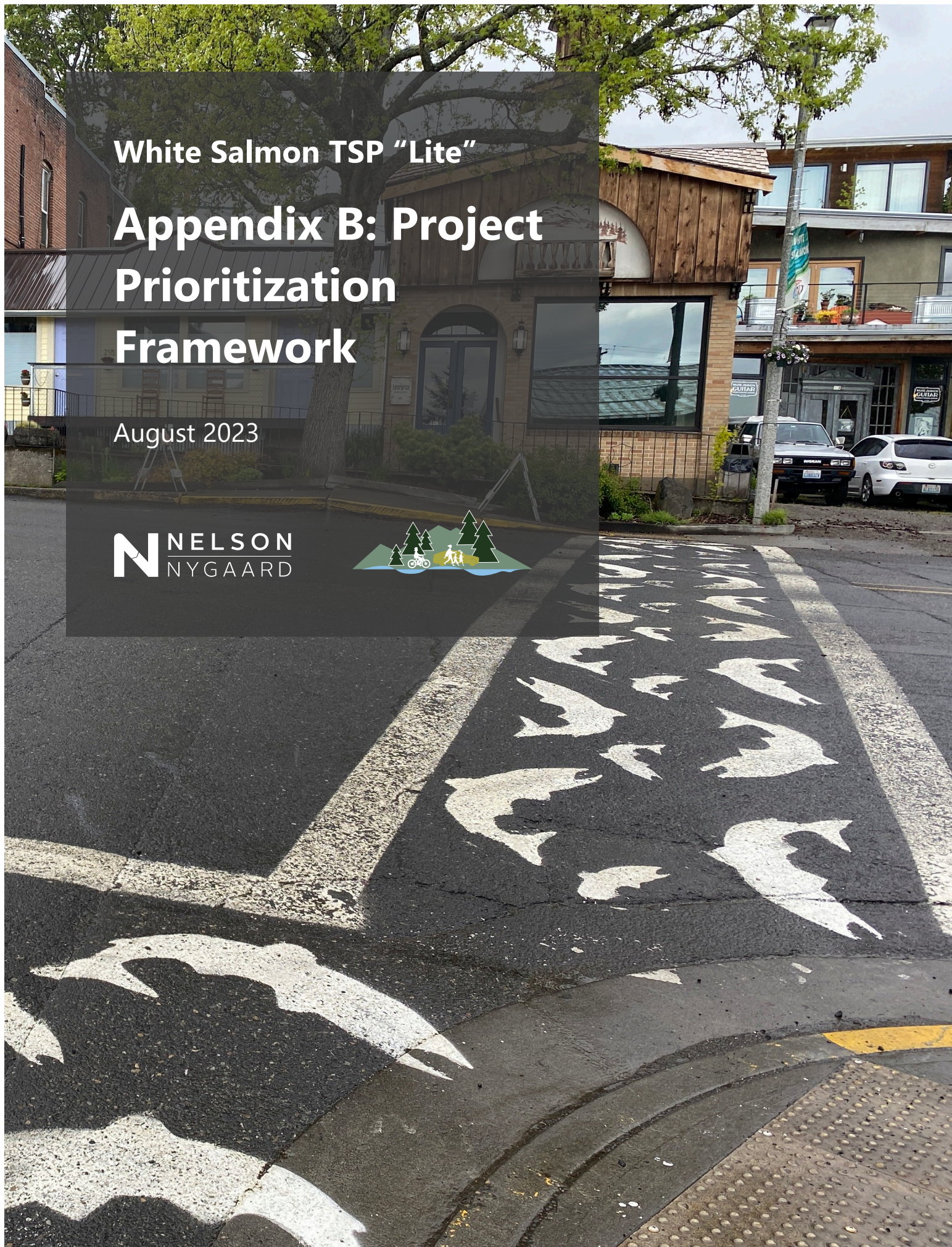


White Salmon TSP "Lite"

Appendix B: Project Prioritization Framework

August 2023

N NELSON
NYGAARD





MEMORANDUM

To: City of White Salmon
From: Nelson\Nygaard
Date: June 5, 2023
Subject: Draft TSP Project Prioritization Framework

The White Salmon TSP will include a phased list of multimodal transportation projects. To determine which project locations are the highest priority for White Salmon to invest in during the near-term, each project will be evaluated for how well it meets community goals and needs. The table below includes six evaluation criteria and a scoring rubric for each.

Projects have a maximum possible base score of 12 (2 points x 6 metrics).

Criteria	Score
Connectivity: Does the project connect to key destinations, add a link in the bike network, fill a gap in the network or complete a cross-town route?	<ul style="list-style-type: none">▪ 2 points if the project completes a cross-town route, is a bicycle project on the draft bicycle network, and directly connects (within a distance of 250 feet) to numerous destinations (schools, parks, senior center, downtown, or the hospital)▪ 1 point if the project fills a gap in a cross-town route or connects to destinations within a distance of 250 to 500 feet▪ 0 points if the project does not serve a destination within 500 feet, is not on the draft bicycle network, and does not help provide a cross-town route
Public support: How much support did the project receive in Phase 2 TSP public outreach? Is the project a priority for Council?	<ul style="list-style-type: none">▪ 2 points if the project has a high level of public and Council support▪ 1 point if the project has a medium level of public and Council support▪ 0 points if the project is not supported by the public or Council

White Salmon TSP Project Prioritization and Phasing Memo

City of White Salmon

Criteria	Score
<p>Equity: Does the project serve an area with lower incomes or more people who speak a language other than English at home?</p>	<ul style="list-style-type: none"> ▪ 2 points if the project is in the census block group with the greatest concentration of low-income and ESL-speaking residents ▪ 1 point if the project is in the census block group with the second-greatest concentration of low-income and ESL-speaking residents ▪ 0 points if the project is in the census block group with the lowest concentration of low-income and ESL-speaking residents

Safety Criteria	Score
<p>Crash History: Is the project on a street or intersection with a history of crashes?</p>	<p>Linear projects:</p> <ul style="list-style-type: none"> ▪ 2 points if the project ranks in the top tier (1 of 2) for crash density, normalized per mile using natural breaks ▪ 1 point if the project ranks in the bottom tier (2 of 2) for crash density, normalized per mile using natural breaks ▪ 0 points if the project is in a location with no crashes <p>Point projects:</p> <ul style="list-style-type: none"> ▪ 2 points if the project is in the top tier (1 of 2) for number of crashes within 50', using natural breaks ▪ 1 point if the project in the bottom tier (1 of 2) for number of crashes within 50', using natural breaks ▪ 0 points if the project has no crashes within 50'
<p>Traffic Stress: Is the project on a street or intersection with a higher order functional classification?</p>	<p>Functional class is assumed as a proxy for traffic volume, ease of crossing, and posted speed limit.</p> <ul style="list-style-type: none"> ▪ 2 points if the project is within 250 feet of a State Highway ▪ 1 point if the project is within 250 feet of: <ul style="list-style-type: none"> – Other Principal Arterial – Major Collector – Minor Collector ▪ 0 points if within 250 feet from a Local Access or Private roadway
<p>School access: Is the project near a school / does it support safer school access?</p>	<ul style="list-style-type: none"> ▪ 2 points if the project is within 500 feet of a school ▪ 1 point if the project is less than or equal to 800 feet and greater than 500 feet from a school ▪ 0 points if the project is greater than 800 feet from a school

White Salmon TSP Project Prioritization and Phasing Memo

City of White Salmon

Criteria to inform project phasing

These criteria will be applied after scoring projects using above GIS methods. While prioritization informs **where** it is most important to invest in new transportation projects, phasing tells us **when** those investments should take place. Multipliers for each may range from 1 to 2, resulting in a potential final score of up to 48 points.

Criteria	Scoring
Ease of implementation: Does the project have environmental impacts or right-of-way (ROW) or topography challenges? Is it in a location already slated for paving or other maintenance?	<ul style="list-style-type: none">▪ Add higher multiplier if the project has no environmental impacts and is not constrained by topography or available ROW and/or is in a location slated for paving/maintenance in current 6-year TIP list▪ Add medium multiplier if the project has some environmental impacts or ROW/topography constraints▪ Add no multiplier if the project faces major challenges due to impacts and constraints
Funding: Does the project have high potential to get grant funding? (sources include STBG, TA, CMAQ, HSIP, NHPP, SRTS and Pedestrian/Bicycle program)	<ul style="list-style-type: none">▪ Add higher multiplier if the project is a good fit for grant funding▪ Add medium multiplier if the project is eligible but not a great fit▪ Add no multiplier if the project is not a good candidate for grant funding