Analysis~Identification of Future Sidewalk & Streetlight Projects (CDBG)
Project Selection Criteria

Date:	June 19, 2023
Project:	Analysis~Identification of Future Sidewalk & Streetlight Projects (CDBG)
To:	Crystal Campbell City of Meridian, Community Development Program Coordinator
From:	Hannah Long, PE Consor, Project Engineer
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Re:	Project Selection Criteria

Introduction

The purpose of this memorandum is to present the project selection criteria that have been developed to identify and prioritize project areas to receive future City of Meridian community development block grant (CDBG) funding.

Project Selection Criteria Descriptions

The project selection criteria have been divided into three categories: pedestrian demand, pedestrian infrastructure, and safety. Each category contains multiple metrics which are defined in the following sections.

Pedestrian Demand

Pedestrian demand is defined by the likelihood of pedestrians being present in a potential project area, or number of walk trips anticipated to occur in an area. This category contains four criteria: walkability index and proximity to schools, parks, and transit stops as defined below. Radial distances used in this analysis will be adjusted down to more closely represent actual walking distances which are confined to sidewalks and other paths. Obstacles like railroads and canals will also be taken into account.

Walkability index: This score will be informed by the National Walkability Index generated by the United States Environmental Protection Agency (National Walkability Index (arcgis.com)). The National Walkability Index considers intersection density, proximity to transit stops, employment mix, and employment and household mix to produce a score based on the number of walk trips generated in certain areas defined by census block groups (higher walkability index corresponds to higher numbers of pedestrians anticipated in those areas).

Proximity to school: Distance (radially as the crow flies) from a school, within the limits of West Ada School District "Walk Zone" maps for each school.

Proximity to park: Distance (radially as the crow flies) from a public park.

Proximity to transit stop: Distance (radially as the crow flies) from a transit stop.

Pedestrian Infrastructure

The pedestrian infrastructure category is comprised of two criteria: sidewalk continuity and ADA compliance, as defined below.

Sidewalk continuity: Whether there are gaps in the existing sidewalk, and how big the gaps are. Areas with no continuous sidewalk on either side of the road are highest priority, followed by areas with continuous sidewalk on only one side of the road. Areas with sidewalk gaps will be identified using Google Earth and confirmed with field visits.

ADA compliance: Whether a segment of sidewalk, including curb ramps, is ADA-compliant. Compliant sidewalks have a 4' sidewalk width from back of curb free of clear width obstructions, run slopes of <5% where topography permits, a cross slope of 2% or less, and compliant ramps. Compliant ramps have at least a 4'x4' level landing area (4'x5' where turning space is constrained at the back of walk), a run slope of less than 8.33%, a cross slope of less than 2%, 10% maximum flared sides where provided, and a detectable warning surface for visually impaired users. ADA compliance will be evaluated during field visits.

Safety

The safety category is comprised of three criteria: level of crime, crash history, and street lighting, as defined below.

Level of crime: Level of crime will be the measurement of the number of crimes reported near a project area, relative to other potential project areas. This information will come from a combination of the Ada County Crime Mapping GIS page (Ada County Crime Mapping (id.gov)), which shows reported crimes by category (assault, robbery, etc) from the last three months, and a customized hot spot crime map from the City's analytical services manager showing crimes from the years 2021 and 2022. The publicly available three-month map will be used for initial efforts to prioritize project areas, and the customized map will be used to confirm and make revisions if necessary.

Crash history: Number of vehicle/pedestrian crashes from 2018 through 2022 within a block of the project area.

Street lighting: The adequacy of existing street lighting will be evaluated using light type and spacing, and whether based on those two factors the existing lighting is anticipated to meet applicable illumination guidelines in the IES RP-8-18 standard. Street light spacing, wattage, and type will be identified using the Streetlight Locator Map GIS page (Streetlight Locator Map- For Al (meridiancity.org)) and confirmed during field visits.

Other

In addition to the project areas identified by using the scoring criteria, areas that the City has previously identified as crucial improvement locations or areas where the City has received requests or feedback may be considered for projects. These special request areas will be evaluated using the scoring system but may

be given higher priority at the City's discretion based on historical or anecdotal information not captured in the scoring system.

Finally, if any of the potential project areas are already part of the ACHD Integrated Five Year Work Plan and have overlapping improvements scheduled, they will be eliminated from CDBG project recommendations.

Project Selection Criteria Scoring

Each criterion will be given a score from 0 to 4, with a 0 corresponding to lowest priority for a future CDBG project and a 4 corresponding to highest priority. Please see the attached rubric for descriptions of each score for all the criteria listed above. The table below shows the proposed weight to be applied to each score.

Criteria Weighting Table

Criteria	Weight	Notes
Walkability Index	1	
Proximity to School	1	
Proximity to Park	0.7	Park proximity is given a lower weight as parks are anticipated to generate fewer walking trips than schools.
Proximity to Transit Stop	1	
Sidewalk Continuity	1.5	High importance for improving pedestrian network and initial project identification.
ADA Compliance	1.5	High importance for improving pedestrian network.
Level of Crime	1	
Crash History	1	
Street Lighting	1	