

Analysis~Identification of Future Sidewalk & Streetlight Projects (CDBG)						
Project Selection Criteria Rubric						
Criteria	0	1	2	3	4	Notes
Pedestrian Presence						
Walkability index	N/A	EPA walkability index of 1-5.75 (least walkable)	EPA walkability index of 5.76-10.50 (below average walkable)	EPA walkability index of 10.51-15.25 (above average walkable)	EPA walkability index of 15.26-20 (most walkable)	Note that the EPA walkability index measures number of trips generated in an area, and thus a higher walkability index indicates that more pedestrians are likely to be present in that area. This makes areas with a higher walkability index an efficient location to target funding as improvements will benefit more people.
Proximity to School	Area is outside any school walk zone maps limits or over 0.80 miles from a school and walking is unlikely.	Area is inside a school walk zone map within 0.80 miles of a school (~20 minutes); walking is somewhat likely.	Area is inside a school walk zone map within 0.60 miles of a school (~15 minutes); walking is likely.	Area is inside a school walk zone map within 0.40 miles of a school (~10 minutes); walking is very likely.	Area is inside a school walk zone map within 0.20 miles of a school (~5 minutes); walking is extremely likely.	Only public schools included. Radial distances represent actual walking distances of 1.0, 0.75, 0.50, and 0.25 miles.
Proximity to Park	Area is over 0.80 miles from a park and walking is unlikely.	Area is within 0.80 miles of a park (~20 minutes); walking is somewhat likely.	Area is within 0.60 miles of a park (~15 minutes); walking is likely.	Area is within 0.40 miles of a park (~10 minutes); walking is very likely.	Area is within 0.20 miles of a park (~5 minutes); walking is extremely likely.	Only public access parks included. Radial distances represent actual walking distances of 1.0, 0.75, 0.50, and 0.25 miles.
Proximity to Transit Stop	Area is over 0.80 miles from a VRT stop and walking is unlikely.	Area is within 0.80 miles of a VRT stop (~20 minutes); walking is somewhat likely.	Area is within 0.60 miles of a VRT stop (~15 minutes); walking is likely.	Area is within 0.40 miles of a VRT stop (~10 minutes); walking is very likely.	Area is within 0.20 miles of a VRT stop (~5 minutes); walking is extremely likely.	VRT stands for Valley Regional Transit, stop locations obtained from online VRT system map. Radial distances represent actual walking distances of 1.0, 0.75, 0.50, and 0.25 miles.
Pedestrian Infrastructure						
Sidewalk Continuity	Sidewalk is present on both sides of the road throughout area.	One side of the road has continuous sidewalk; some sidewalk is present on the other side but gaps exist.	One side of the road has continuous sidewalk. Little or no sidewalk is present on the other side.	Some sidewalk is present but there are gaps on both sides of the road.	No sidewalk is present on either side of the road.	
ADA Compliance	All sidewalk and curb ramps in the area are ADA-compliant. Continuous sidewalks are provided on both sides of the street.	A one-block sidewalk section has at least one instance of one of the following: cross slope over 2%, run slope over 5%, width less than 4', clear width obstructions, and non-compliant ramps.	A one-block sidewalk section has at least two instances of one of the following: cross slope over 2%, run slope over 5%, width less than 4', clear width obstructions, and non-compliant ramps.	A one-block sidewalk section has at least three instances of one of the following: cross slope over 2%, run slope over 5%, width less than 4', clear width obstructions, and non-compliant ramps.	A one-block sidewalk section has at least four instances of one of the following: cross slope over 2%, run slope over 5%, width less than 4', clear width obstructions, and non-compliant ramps. Alternately, no continuous sidewalk and/or no ramps are available.	Number of instances in each score may change to better fit field observations of best, median, and worst conditions.
Security						
Level of Crime	Lowest number of reported crimes relative to the other LMI areas.		Mid-range number of reported crimes relative to other LMI areas (medium blue on map).		Highest number of reported crimes relative to other LMI areas (light purple on map).	Based on crime "hot spot" style map documenting crime locations from 2018 to 2022, provided by City of Meridian police department.
Crash History	No documented vehicle/pedestrian collisions within the project area.	1 documented vehicle/pedestrian collisions within the project area.	2 documented vehicle/pedestrian collisions within the project area.	3 documented vehicle/pedestrian collisions within the project area.	4 documented vehicle/pedestrian collisions within the project area.	Based on map documenting vehicle/pedestrian collision locations from 2018 to 2022, provided by City of Meridian police department.

Street Lighting	Street light placement, spacing, and wattage indicate that the area meets IES RP-8-18 standards.	Street lights are present at block corners and at midblock locations; some fixtures could be added at strategic locations to improve pedestrian visibility.	Street lights are present consistently at block corners/intersections; area could benefit from one to two infill lights per block.	Few street lights are present in the area; they are sporadically placed. Area likely requires more than two lights added per block.	No street lights are present in the area.	
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