PROJECT PRIORITIZATION & EVALUATION CRITERIA

Priorities		Evaluation Criteria	Applicable goals
#1 PRIORITY			
1	**Safety**	Located along the HIN or at intersections that have a collision history	Goal TMP-1: Safety
		Proposed measure is an identified effective safety countermeasure by FHWA	
		Includes pre-determined set of speed management/traffic calming techniques	
COMMUNITY CONSIDERATION			
2	**Pedestrian Safety, Comfort, and Connectivity**	Improves ped safety, comfort, and/or closes network gaps in ped priority zones	Goal TMP-1: Safety, Goal TMP-2: Increased Transportation Options, Goal TMP-4: Congestion Management
		Improves comfort and/or provides new connections across US 101	
		Includes ped friendly urban design and placemaking elements like landscaping, wayfinding, lighting along the public ROW	
3	**Bike Safety, Comfort, and Connectivity**	Improves and/or provides new bicycle facilities along bike/ped priority corridors	Goal TMP-1: Safety, Goal TMP-2: Increased Transportation Options, Goal TMP-4: Congestion Management
		Improves comfort and/or provides new connections across US 101	
		Improves connections between the local bicycle network and regional bicycle network	
		Accommodates other modes of micromobility (e.g. e-bikes)	
4	**Access to Key Destinations**	Location of the project is within 1/2 mile of an identified destination like a school, park, Downtown, or services	Goal TMP-1: Safety, Goal TMP-2: Increased Transportation Options, Goal TMP-3: Access to Regional Transit Services and Local Destinations, Goal TMP-4: Congestion Management
		Improves first mile/last mile connections to the Morgan Hill Caltrain station and local bus stops.	
		Improves access and safety to trailheads	
5	**Vehicle Operations**	Reduces travel time and improves vehicle throughput along City streets for inner city trips	Goal TMP-4: Congestion Management
		Improves/adds street connections based on projected growth in the city (All new street connections will be designed with bike/ped facilities)	
		Encourages modeshift for the purpose of reducing VMT	
6	**Regional Cut-through Traffic**	Includes pre-determined set of traffic calming techniques that reduce regional cut-through traffic	Goal TMP-4: Congestion Management
		Signal timing adjustments on city arterials to discourage regional cut-through traffic	
7	**Equity**	Proximity to high levels of higher density housing/low-income housing	Goal TMP-2: Increased Transportation Options, Goal TMP-3: Access to Regional Transit Services and Local Destinations
ENGINEERING/STAFF CONSIDERATION			
8	**Consistency with other City Plans or Programs**	Project previously identified in local or regional plan	--
9	**Engineering Feasibility**	Project applies current design standards and design is feasible and constructible, i.e. it can be completed within existing curb lines or right of way	--
10	**Operational Cost**	On-going expenses for the project	--
11	**Funding**	City has an available funding source for the project	--
		Likelihood of receiving grant funding	
12	**Impact to Value Ratio**	Expected project costs will be weighed against project benefits	--
13	**Implementation**	Project is wholly City-led versus requiring developers to lead it or requiring coordination with County	--