APPENDIX 6: Criteria Weighting and Scenario Scoring

Figure F-1 is the exercise completed by the Planning Advisory Committee members, stakeholders and public participants to criteria used in the evaluation of identified roadway projects within the Combined Scenario.

SCENARIO EVALUATION CRITERIA PRIORITIZATION EXERCISE:

INSTRUCTIONS: Compare the criteria listed on the left (in red) with the criteria listed in the column heading. If the criteria in RED is more important than the criteria listed in the column heading, put a "1" in the corresponding cell. If the criteria in RED is less important, put a "0" in the corresponding cell. When all cells have been filled out, sum the total of the cells in each row in the right hand column. The higher the score for each criteria, the higher the priority.

EXAMPLE: In the highlighted cells, the ratings reflect that criteria "X" is more important than Bike-Ped Connectivity and ROW acquisition; all other criteria are considered more important than criteria "X".

CRITERIA	х	Safety	Impact to Bus Route	Rail Access	Truck	Business Access	Bike-Ped	Capacity	ROW Req'd	Cost	SCORE (SUM of ROW)
х	0	0	0	0	0	0	1	0	1	0	2
SAFETY		0									
IMPACT TO BUS ROUTE			0								
RAIL ACCESS				0							
TRUCK MOVEMENT					0						
BUSINESS ACCESS		T.				0			9	Î	
BIKE-PED CONNECTIVITY							0				
CAPACITY/CONGESTION								0			
ROW ACQUISITION									0		
COST		0:								0	

Table F-2 provides a summary of the composite scores from the criteria weighting exercise, and the resulting weights used in the scoring of individual

Table F-2: Weighting Exercise Composite Score								
Criteria	Composite Score	Weighting						
Safety	31	4						
Truck Movement	26	3						
Cost	24	3						
Rail Access	22	3						
Business Access	19	2						
Capacity Congestion	18	2						
ROW Acquisition	16	2						
Impact to Bus Service	9	1						
Bike Ped Connectivity	6	1						

SCENARIO SCORING

Table F-3: Project Raw Scoring (unweighted)										
	Safety	Impact to Bus Service	Rail Access	Truck Movement	Business Access	Bike-Ped	Capacity/ Congestion	ROW Acquisition	Cost	Overall Rating
Reduction of Access Points on SH-128	2	1	0	1	-1	2	0	0	0	5
Modification to the Intersection of 18th and SH-128	2	0	0	2	0	1	1	-1	-1	4
Modification to the Intersection of 20th and SH-128	2	1	0	1	0	1	1	-1	-1	4
Improvement to 18th Street	2	2	0	2	0	1	1	0	-2	6
Improvement to 20th Streets	2	0	0	1	2	2	0	0	-2	5
Closure of 7th Avenue at 18th Street N	1	1	0	1	0	0	1	0	0	4
12th Street Modifications (7th & 12th Cul-de-Sac)	1	0	2	-1	0	0	0	0	0	2
New Access Road Connecting 6th & 7th Avenues	1	0	1	1	1	0	0	0	-1	3
15th Street Closure	1	0	2	0	0	0	0	0	0	3
3rd Avenue South Container Yard Entry	1	0	2	2	0	0	0	0	-1	4

Table F-4: Project Weighted Scores										
	Safety	Impact to Bus Service	Rail Access	Truck Movement	Business Access	Bike-Ped	Capacity/ Congestion	ROW Acquisition	Cost	Overall Rating
Reduction of Access Points on SH-128	8	1	0	3	-2	2	0	0	0	12
Modification to the Intersection of										
18th and SH-128	8	0	0	6	0	1	2	-2	-3	12
Modification to the Intersection of										
20th and SH-128	8	1	0	3	0	1	2	-2	-3	10
Improvement to 18th Street	8	2	0	6	0	1	2	0	-6	13
Improvement to 20th Street	8	0	0	3	4	2	0	0	-6	11
Closure of 7th Avenue at 18th Street N	4	1	0	3	0	0	2	0	0	10
12th Street Modifications (7th & 12th										
Cul-de-Sac)	4	0	6	-3	0	0	0	0	0	7
New Access Road Connecting 6th & 7th										
Avenues	4	0	3	3	2	0	0	0	-3	9
15th Street Closure	4	0	6	0	0	0	0	0	0	10
3rd Avenue South Container Yard Entry	4	0	6	6	0	0	0	0	-3	13