

Budget Criteria

Guiding Themes:

- **Equity**
- **Return on Investment**
- **Minimum Legal Requirement**
- **Revenue generation (leverage \$; bring in \$; cost avoidance)**

BAC Program Criteria	Specific Measures	Weight
<p>Improves Transportation Safety – Directly addresses safety by reducing conflicts within and between transportation modes.</p>	<p><i>Substantive focus:</i> Reduce conflicts within and between modes</p> <ul style="list-style-type: none"> ▪ Prioritize programs that improve safety for multiple modes first. Ex: an improved traffic signal or a crosswalk marking takes priority over sidewalk repair ▪ Prioritize infrastructure first <ul style="list-style-type: none"> ○ Education/encouragement and enforcement may complement infrastructure development <p><i>Location focus:</i></p> <ul style="list-style-type: none"> ▪ First focus on high crash corridors (supported by existing data) ▪ Second focus on streets of citywide significance ▪ Additional filter: vulnerable users: <ul style="list-style-type: none"> ○ Safe routes to school ○ Senior centers ○ Community centers ○ Neighborhood commercial districts 	<p>30%</p>
<p>Effective and efficient maintenance of Transportation’s assets– Directly maintains transportation assets in "good" condition (on a very good to very poor scale)?</p>	<p><i>Substantive focus:</i> Directly maintains transportation assets in a fair or better condition on streets of citywide significance</p> <ul style="list-style-type: none"> ▪ Prioritize maintenance by equitably reaching 	<p>30%</p>

	<p>established levels of service across modes</p> <ul style="list-style-type: none"> ▪ Prioritize maintenance on assets where preventive maintenance (and less costly repairs) can be done to prevent decline into poor condition where cost to repair/replace is exponential <p><i>Location focus:</i></p> <ul style="list-style-type: none"> ▪ First prioritize streets of citywide significance ▪ Second prioritize assets that make up the bikeways system (e.g. paint/thermoplastic for bike lanes and bike markings on neighborhood greenways) ▪ Third prioritize assets that are part of the pedestrian network. Ex: should sidewalk maintenance enforcement move to complaint-driven response in an effort to save money? For instance, perhaps \$1 spent on new sidewalk infrastructure is more valuable than \$1 spent on proactive sidewalk inspection. 	
<p>Public Health and Livable communities – Directly encourages and supports active transportation choices and reduces carbon emissions and pollution to address environmental quality and climate change.</p> <p>Directly supports safe, convenient access to local destinations for all populations.</p>	<p><i>Substantive focus:</i> Public health and environmental quality are prioritized in this category. Also directly supports safe, convenient access to local destinations for all populations.</p> <ul style="list-style-type: none"> ▪ First, focus on infrastructure investment then prioritize education/encouragement and enforcement. <p><i>Location focus:</i></p> <ul style="list-style-type: none"> ▪ Prioritize pedestrian infrastructure in the following order: <ul style="list-style-type: none"> ○ Schools on streets of citywide significance ○ Schools with in ¼ mile of streets of 	<p>20%</p>

	<ul style="list-style-type: none"> ○ citywide significance ○ Links to neighborhood town centers and business districts ○ Schools in neighborhoods ▪ Prioritize: neighborhood greenway development (and maintenance) to schools and neighborhood town centers ▪ Responsibly manage the right-of-way to maximize livability 	
<p>Supports business and employment to promote economic vitality - Directly supports business development and employment opportunities and access to businesses.</p>	<p><i>Substantive focus:</i> Directly support business development, employment opportunities and access to businesses (Ex: tram, streetcar, freight projects)</p> <ul style="list-style-type: none"> ▪ Develop responsive loading zone policies in Central Business district, and other relevant areas, that better meet the needs for freight delivery and maximize use of valuable on-street parking space <ul style="list-style-type: none"> ○ Ex: Actively manage on- and off-street public investments in parking resources to maximize value ▪ Responsibly manage right-of-way to promote business development and employment <p><i>Location focus:</i></p> <ul style="list-style-type: none"> ▪ Prioritize streets of citywide significance (address freight’s role in our local economy) 	20%
<p>Manages traffic capacity and traffic flow system-wide - Directly addresses movement of people, goods and services through the City and region</p>	<p>Managing System-wide traffic capacity and flow is incorporated into each criteria, so will not be counted as a stand alone.</p>	N/A
Total		100%