

APPENDIX B: PRIORITIZATION METHODOLOGY

DRAFT

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With many needs to build out and maintain Indianapolis' pedestrian network, a method to prioritize investments is necessary to ensure pedestrian projects with the greatest impact are funded first. The Pedestrian Plan's prioritization approach uses quantitative data (including health and equity, pedestrian safety and comfort, pedestrian demand and TOD potential, high crime areas and near-term revitalization areas), project-specific criteria, and funding levels to identify the highest priority projects.

The prioritization approach involves **five steps** (summarized in Figure 1):

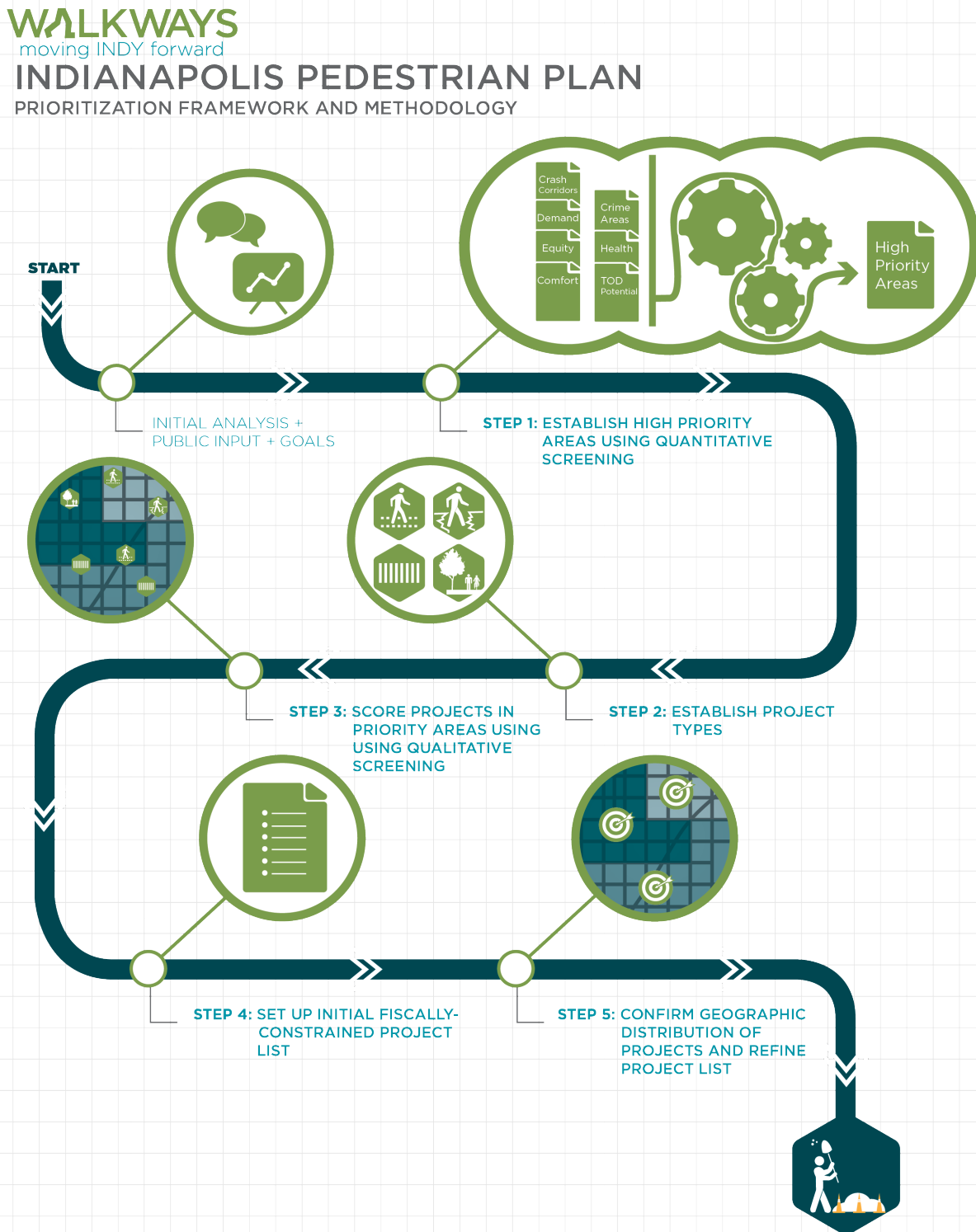
1. Use quantitative data and other spatial/geographic factors to determine high priority investment areas
2. Classify projects according to the type of improvement: along the roadway, across the roadway, major barrier removal, off-street/trail, or placemaking
3. Evaluate projects qualitatively based on destinations served, impact on the pedestrian network, and implementation potential
4. Determine how existing and future funding should be allocated to different types of high priority projects within high priority investment areas
5. Conduct a check to ensure that projects are concentrated in the pedestrian land use typologies consistent with investment targets

This is a rational approach to prioritizing geographic areas of Indianapolis and projects located in these high priority areas; however, it is not intended to be rigid. Rather the approach builds in flexibility to allow the city and its partners to take advantage of unique implementation opportunities. The following factors should be considered as acceptable "interruptions" to the proposed prioritization framework:

- Grant-funded projects
- Projects with a unique funding partnership (e.g., public-private partnerships)
- Street repaving or reconstruction projects that need pedestrian improvements to achieve Complete Streets requirements
- High need projects in medium priority areas (e.g., a safety project at a critical location)

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Indianapolis Pedestrian Plan

Figure 1 Indianapolis Pedestrian Plan Prioritization Framework



Step 1: Identify High Priority Areas (Quantitative/Geographic Screen)

The first step in the process scores all of Marion County based on multiple criteria by creating a raster file using ArcGIS. Each raster cell has a value of 0 to 5 for each criterion based on local conditions and data analyzed as part of the State of Walkability Report. The value assigned to each cell is then multiplied by the weight of that criterion. The sum of weighted scores is the total quantitative score for each cell.

The final scores are divided into three areas of priority: high, medium and low. Projects located in areas of high priority are advanced to the final project screening in Steps 4 and 5. See Figure 3 for more details on criteria values, weights, and scores. Ideally, the data used in this phase of prioritization should be updated every 2 to 3 years. However, given the likelihood of data availability, an update every five years may be more reasonable.

Figure 2 Safety, Health, and Equity Scenario

Criteria	Safety, Health, and Equity
Health	3
Equity	3
Walking comfort	2
High crash corridors	3
Likelihood to generate walk trips	1
City priorities <ul style="list-style-type: none">▪ High crime investment areas▪ TOD station areas▪ Reconnecting to our Waterways Phase 1 areas▪ Market Value Analysis areas D, E and F	1

Scenarios

An initial set of four proposed scenarios (with differing weighted approaches) and the resulting mapped outputs were reviewed by the project team. Based on that review, the team developed four new weighting scenarios. The team maintained the indices developed in earlier phases of the plan—health, equity, comfort, safety, and demand—and developed a revised sixth category to represent city priorities. This category includes high crime investment areas, TOD station areas, Reconnecting to our Waterways priorities, and Market Value Analysis areas D, E and F. After further review, the Safety, Health, and Equity scenario (see Figure 1) was selected as the preferred approach because its weights best represented the actual relative degree of need and had a strong emphasis on safety, health, and underserved communities.

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Indianapolis Pedestrian Plan

Figure 3 Step 1 Scoring Matrix

Criteria	Category	Value	Safety, Health, & Equity	
			Weight	Score
Safety/High Collision Corridors	Top 25 Weighted Corridor	5	3	15
	Top 26-50 Weighted Corridor	4		12
	Not in top 50 weighted corridors and within a high density collision area (247.495 or more weighted collisions per square mile)	3		9
	Not in top 50 weighted corridors and within a medium density collision area (36.288 – 247.494 weighted collisions per square mile)	2		6
	Not in top 50 weighted corridors and within a low density collision area (36.287 or fewer weighted collisions per square mile)	1		3
	Not in top 50 weighted corridors and with 0 collisions per square mile	0		0
Health	1-20	5	3	15
	21-40	4		12
	41-60	3		9
	61-80	2		6
	81-100	1		3
	No data	0		0
Equity	81-100	5	3	15
	61-80	4		12
	41-60	3		9
	21-40	2		6
	1-20	1		3
	No data	0		0
Walking Comfort	1-20	5	2	10
	21-40	4		8
	41-60	3		6
	61-80	2		4
	81-100	1		2
	No data or incomplete data	0		0
Pedestrian Trip Generation	81-100	5	1	5
	61-80	4		4
	41-60	3		3
	21-40	2		2
	1-20	1		1
	No data	0		0
City Priorities - High Crime Investment Areas - TOD Potential - Phase 1 MVA Reinvestment - Reconnecting Our Waterways	Yes (falls within at least one of these areas)	5	1	5
	No (falls in none of these areas)	0		0
Total Potential Score				65

Step 2: Characterize Projects Based on Type

This step characterizes potential projects according to one of four project types. These categories are used to illustrate and describe the projects and are not used to prioritize them (i.e., at this point, each project type has the same weight).

- **Along the Roadway** – Projects that provide access, mobility, or safety improvements along an existing roadway.
- **Across the Roadway** – Projects that provide access, mobility, or safety improvements to cross an existing roadway.
- **Trail/Greenway Access** – Projects that provide access, mobility, or safety improvements that are outside of the roadway network, including trail and greenway projects.
- **Major Barrier Removal** – Projects that establish a new link in the transportation network by removing or overcoming a barrier; includes bridges, tunnels, and new road and trail projects that create a link where none had existed previously.
- **Placemaking** – Projects that help to create more pleasant places to walk, including plazas and parklets, wayfinding, and pedestrian amenities.

Step 3: Project Scoring (Qualitative Screen)

The next step is to determine project priorities. Due to the large number of projects in Indianapolis, the qualitative screen focuses on projects with the greatest need—projects located within geographic areas that scored as the highest priority tier.

Each of these projects is scored based on the purpose and desired outcome of the projects. The six criteria listed in Figure 4 were initially established and revised based on feedback from the project team and the public. Potential projects receive a score of 3, 2, or 1 on each criterion based on whether the relative impact is rated as high, medium, or low (see descriptions below). The criteria are all weighted equally. The sum of a project's scores across all criteria is used to rank the projects. The total potential score is 18.

Figure 4 Qualitative/Project-Specific Scoring

Criterion	High 3 points	Medium 2 points	Low 1 point
Improves access to transit and destinations within ¼ mile	High intensity destinations: <ul style="list-style-type: none"> ▪ Transit stops and stations (all types) ▪ University or college ▪ K-12 school ▪ Major retail (e.g., main street) ▪ Grocery stores, farmer's market ▪ Neighborhood parks, community centers, recreational facilities ▪ High and moderate density multifamily housing 	Medium intensity destinations: <ul style="list-style-type: none"> ▪ Major retail (e.g., district shopping center, mall) ▪ Health clinic ▪ More frequented community service (e.g., library, social service) ▪ Townhouse or duplex 	Low intensity destinations: <ul style="list-style-type: none"> ▪ Daycare/pre-school ▪ Minor retail (e.g., corner stores, strip retail) ▪ Major hospital (e.g., Eskenazi) ▪ Convention center ▪ Less frequented community service (e.g., post office) ▪ State or regional park ▪ Low density housing

FINAL PRIORITIZATION APPROACH
Indianapolis Pedestrian Plan

Criterion	High 3 points	Medium 2 points	Low 1 point
Enables active living	Connects to three of the following: <ul style="list-style-type: none"> ▪ Park or recreational facility ▪ Trail, greenway, or neighborhood greenway ▪ Healthy foods (e.g., grocery store, farmer's market) 	Connects to two of the following: <ul style="list-style-type: none"> ▪ Park or recreational facility ▪ Trail, greenway, or neighborhood greenway ▪ Healthy foods (e.g., grocery store, farmer's market) 	Connects to one of the following: <ul style="list-style-type: none"> ▪ Park or recreational facility ▪ Trail, greenway, or neighborhood greenway ▪ Healthy foods (e.g., grocery store, farmer's market)
Removes a pedestrian barrier or fills a gap in the pedestrian network	Removes one or more barriers that are currently not traversable on foot (e.g., river or expressway segment) or fills a major gap (e.g., sidewalk space that would not currently fit into the right-of-way or where no right-of-way exists for any form of transportation)	Improves a difficult barrier to cross (e.g., interchange or multi-lane arterial) or fills a moderate gap (e.g., new sidewalk where people are already walking, such as along a shoulder or "goat trail")	Improves a minor barrier to cross (e.g., main street with few crossing points) or fills a minor gap (e.g., new sidewalk between two existing sidewalks)
Potential to leverage other funding or to piggyback on another project	Funds in-hand or part of a larger funded transportation or utility project	Funds earmarked or part of a larger earmarked transportation or utility project	Funds promised
Favorable overriding considerations	Three of the following considerations: <ul style="list-style-type: none"> ▪ In (or complements) an existing plan ▪ Documented support ▪ Potential to stimulate investment (major trail project, riverfront project, bridge project, streetscape enhancement project) ▪ City priorities 	Two of the following considerations: <ul style="list-style-type: none"> ▪ In (or complements) an existing plan ▪ Documented support ▪ Potential to stimulate investment (major trail project, riverfront project, bridge project, streetscape enhancement project) ▪ City priorities 	One of the following considerations: <ul style="list-style-type: none"> ▪ In (or complements) an existing plan ▪ Documented support ▪ Potential to stimulate investment (major trail project, riverfront project, bridge project, streetscape enhancement project) ▪ City priorities
Supports pedestrian land use typology allocation targets	Project is located in a maturing village, growth village, or mobility corridor	Project is located along a village access corridor	Project is located in the CBD or rural land use types

Improves access to transit or high intensity destinations within ¼ mile

A project improves access to transit if it is located within a quarter mile of a transit stop or station, whether that is a bus stop served by one route or the downtown transit center. Projects receive three points for providing access to transit.

Projects located within one-quarter mile of a high intensity pedestrian destination receive a higher score than those located near less intense destinations. For example, a project located within a quarter mile of an elementary or middle school would receive three points on this criterion, while a project within a quarter mile of a preschool or daycare would receive one point. This criterion recognizes that certain types of destinations attract more people walking and gives more points to projects that provide access to those destinations.

Enables active living

Projects that enable active living provide access to one or more of the following: (1) park or recreational facility; (2) trail, greenway, or neighborhood greenway; or (3) healthy foods (e.g., grocery store, farmer's market). For example, if a project provides access to one grocery store and one park, it receives a score of two points.

Removes a pedestrian barrier or fills a gap in the pedestrian network

Projects receive points for filling a gap, removing a barrier, or doing both. Barriers can include geographic or human-made elements that are impossible to cross (e.g., freeway segments and rivers) as well as elements that are difficult or inconvenient to cross (e.g., arterial streets without pedestrian crossing infrastructure). Gaps include missing segments of sidewalk or pedestrian pathways. A project that creates a new pedestrian crossing over a highway, for example, would receive three points.

Potential to leverage other funding or to piggyback on another project

A project that leverages funding—such as grant funding—or piggybacks on another transportation or utility project receives points depending on the type of opportunity. Leveraging or piggybacking can help to speed implementation at a lower cost to the City of Indianapolis. Funding may be public or private and may be secured or envisioned.

Favorable overriding considerations

Certain considerations can improve the likelihood of a project being implemented, including: (1) presence in an existing plan, (2) existing documented community support, (3) potential to stimulate investment, and (4) city priority. These considerations can demonstrate a project's importance and should be considered as “tie breakers” among equivalent projects.

Supports pedestrian land use typology allocation targets

As part of the *State of Walkability* report, six pedestrian land use typologies were established to help differentiate and describe neighborhoods and corridors (see Appendix A). In order to prioritize projects in typologies where investment may be most needed outside of the Central Business District, this criterion assigns points to areas of the city that have been traditionally less pedestrian friendly.

Step 4: Initial Fiscally-Constrained Project List

Projects are ranked according to the score determined in Step 3. The highest ranking projects that can be built with baseline funding are added to the Fiscally-Constrained Project List. The remaining high priority projects that are not able to be funded are ranked for future consideration as funding and resources become available.

Step 5: Geographic Check and Revised Project List

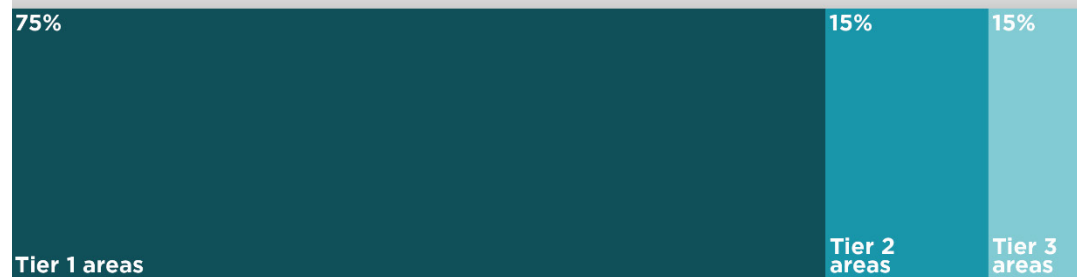
The final step of the prioritization process confirms that the distribution of projects among the three geographic tiers is consistent with Indianapolis' investment targets. To start, 85% of dedicated pedestrian funding would funnel through the prioritization process. Then, the percent of projects located within each tier is compared to Indianapolis' investment targets and then cross-checked by the amount of projects that should be funded by type. The recommended funding allocations are illustrated in Figure 5.

Figure 5 Funding Allocation by Geographic Tier and Project Type

TOTAL PEDESTRIAN INFRASTRUCTURE FUNDING



FUNDING BY PRIORITY AREA TIER



TIER 1 FUNDING BY PROJECT TYPE

