

**Subject: Capital/PAYG - Scoring Metrics Related to NCS Projects**

**FY 2018 Proposed Budget  
Budget Work Session Follow-up**

**4/14/2017**

The following information is provided in response to a request made by Mr. John Vihstadt via email on 4/11/2017, regarding Neighborhood Complete Streets (NCS) (web 843-845): Please provide the scoring metrics that led to the anticipated NCS list set forth on these pages.

The section referenced in the question is for the Transportation Capital Fund, not NCS. None of the specific projects listed in the Transportation Capital Fund section of the County Manager's proposed FY 2018 Budget (web 843-845) are in the Neighborhood Complete Streets Program. NCS is a new program and a call for projects is anticipated to occur later this Spring. With regard to project selection scoring metrics, please refer to the attached project ranking guidelines that were approved by the County Board on January 28, 2016.

**NEIGHBORHOOD COMPLETE STREETS PROJECT RANKING GUIDELINES**  
**Approved by the Arlington County Board on January 28, 2016**

**I. PROBLEM IDENTIFICATION/BASIS OF REQUEST (to determine eligibility for the Neighborhood Complete Streets Program)**

A. Sidewalk Conditions:

1. No sidewalks on either side of street (12 points)
2. Incomplete sidewalk on one side of street (6 points)
3. Complete sidewalk on one side of street, but with an inadequate width or obstructed based on the guidelines adopted in the MTP Streets Element - (up to 6 points based upon severity)
4. Unobstructed sidewalk on one side of street, but no curb ramp(s) (2 point)

B. Traffic Hazards & Safety:

- Existence of a Speeding Problem as defined by the NTC Program Guide (10 points)
  - Reported crash(es)<sup>1</sup> within the past 48 months (10 points)
  - Inadequate Street Lighting (6 points)
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**Score of Group I =**

**Minimum Score Required to Qualify for the NCS Program = 12 points**

**II. ADDITIONAL STREET UTILIZATION CONSIDERATIONS (to supplement ranking score of eligible streets as determined under the Category I criteria)**

A. Pedestrian Attractors/Generators and Connectivity

1. Within three-quarters of a mile of Metrorail station (4 points)
2. Within one-half mile of elementary school, and three-quarters of a mile of secondary schools (4 points per school)
3. School bus stop on the street segment (2 points)
4. Within one-quarter mile of a transit bus stop (ART or Metrobus) (up to 3 points based on utilization)
5. Within one half-mile of other pedestrian generators (e.g., shopping center, office

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<sup>1</sup> "Crashes" include automobile collisions with bicycles or pedestrians.

building, library, community center, hospital, post office or similar public building) (1-3 points)

B. Mapped Bicycle Route

1. Street designated as an on-street bicycle route (blue line) or bike lane /sharrows (black line) on the Arlington Bikeway Map (3 points)
2. Street section intersects with or connects to a multi-use trail (2 points)
3. Street section intersects with an on-street bicycle route or bike lane /sharrows designated on the Arlington Bikeway Map (1 point)
4. Capital Bikeshare Station within one-quarter mile (2 points)

C. Street Traffic Volumes

- Daily vehicle volume above 1,000 (2 points)
- Daily vehicle volume between 500 and 1,000 (1 point)

D. Land Use / GLUP Designation

1. 1 to 10 dwelling units per acre (2 points)
2. 11 to 15 dwelling units per acre (3 points)
3. 16 to 36 dwelling units per acre (4 points)
4. 37 to 72 dwelling units per acre (5 points)
5. Commercial / mixed use (5 points)

E. Other Street Improvement Opportunities

1. Street paving, curbs and/or sidewalks scheduled for repair within three years (2 points)
2. Funded project for project to upgrade to water or sewer lines in street within three years (2 points)

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**Score of Group 2 =**

**Total Score =**

**Notes:**

No project containing vertical traffic calming measures shall be proposed to the County Board for funding prior to February 1, 2019. For the purpose of these guidelines, “vertical traffic calming measures” shall include but not necessarily be limited to, speed humps, speed bumps, speed tables and raised intersections.

Any project that was not approved through the Neighborhood Conservation (NC) program process or was withdrawn therefrom is disqualified for consideration by the Neighborhood Complete Streets Commission (NCS) for four years after the date of such disapproval or withdrawal. For this purpose, any project disqualified from consideration by the NCSC must contain at least 50% of the scope (as defined in dollars) of the disapproved or withdrawn NC project.

The County staff, NCSC and the County Board shall welcome and give due consideration to a public survey, postcard ballot, petition or other written manifestation of community sentiment, including, in particular, from those individuals who reside closest to the various proposed elements of the project.

A “Speeding Problem as defined by the NTC Program Guide” exists when the 85<sup>th</sup> percentile speed on the affected street/s is in excess of 5 mph over the posted speed limit for at least a period of 24 hours or another appropriate time period determined by Staff. In other words, more than 15 percent of the drivers on the speed travel more than 5 mph over the posted speed limit.