

Appendix D. Scoring Methodology

The following criteria and methodology have been used to prioritize the proposed bicycle and pedestrian facilities in Wheat Ridge. This documentation should be used as a companion to the evaluation table (**Table 2**).

- ▶ **Does the facility serve local or regional destinations? Is it a regional or local facility?**
 - Regional route and/or regional destinations – 4 points
 - Routes/Trails that extend beyond Wheat Ridge
 - Lutheran Medical Center
 - Wheat Ridge Recreation Center
 - Wheat Ridge City Hall
 - Greenbelt
 - Local route and local destinations – 2 points
- ▶ **Does the facility provide access to a school?**
 - Direct access to a school – 4 points
 - Indirect access (within ¼ mile) to a school – 2 points
- ▶ **What is the estimated population adjacent to the facility?**
 - Population within ¼ mile buffer on both sides of the facility (source: 2000 Census data). For each proposed route, the percentile population relative to the maximum population within any corridor was calculated.
 - 75th – 100th percentile – 4 points
 - 50th – 75th percentile – 3 points
 - 25th – 50th percentile – 2 points
 - 0 – 25th percentile – 1 point
- ▶ **Is the facility located within or adjacent to one of the geographic priority areas as established in *Envision Wheat Ridge*?**
 - Within one of the geographic priority areas – 4
 - Wadsworth Boulevard from 35th Avenue to 44th Avenue
 - 38th Avenue from Wadsworth to Sheridan
 - Kipling Street through entire City
 - 50th Avenue/Ward Road (Future Commuter Rail Station) Area
 - Cabela's (Crossing at Clear Creek) Area
 - Within ¼ mile of the geographic priority areas – 2
- ▶ **Would the facility serve multiple user types?**
 - Facility would serve Type A, B, and C Bicyclists, and Pedestrians – 4 points
 - Facility would serve three of the four user types – 3 points
 - Facility would serve two of the four user types – 2 points
 - Facility would serve one of the four user types – 1 point

 - Bike/shared lanes on arterial – A and B

- Bike/shared lanes on local or collector – A, B, and C
 - Sidewalk on arterial – Pedestrians
 - Sidewalk on local or collector – C and Pedestrians
 - Multi-Use Trails – B, C, and Pedestrians
- ▶ **Would the facility provide connectivity to other modes of travel?**
- Provides direct access to future commuter rail station, park-n-Ride, or transfer station – 4 points
 - Provides indirect access to future commuter rail station (within ½ mile), park-n-Ride facility or transfer station (within ¼ mile) or has 250 or more RTD buses per day along and crossing the facility – 3 points
 - 100 – 250 RTD buses per day along and crossing the facility – 2 points
 - Up to 100 RTD buses per day along and crossing the facility – 1 point
 - No buses along or crossing the facility – 0 points
- ▶ **Will the facility be a part of an existing route or trail?**
- Completes a gap in an existing route/trail – 4 points
 - Extends an existing route/trail – 2 points
- ▶ **Is there a public desire for the facility?**
- Based on the number of people who “voted” for each facility during the public outreach process
 - 7 or more “votes” – 4 points
 - 5 or 6 “votes” – 3 points
 - 3 or 4 “votes” – 2 points
 - 1 or 2 “votes” – 1 point



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