

Appendix K – Prioritization Glossary

Prioritization Criteria

Economic Development	
<i>Weight</i>	20%
Promotion of Economic Development	25
Strategic Economic Corridor	75
Total	100 pts

Multi-Modal, Interconnected System	
<i>Weight</i>	10%
Removes Bicycle and Pedestrian Barriers	30
Freight Bottlenecks	20
Addresses Multiple Modes	30
Enhances Public Transit	20
Total	100 pts

Quality of Life and Livability	
<i>Weight</i>	10%
Complies with OTO Major Thoroughfare Plan	40
Improves Access to or from Environmental Justice Block Groups	20
Complies with Ozone Flex Plan (Clean Air Action Plan)	40
	100 pts

Operations and Maintenance	
<i>Weight</i>	35%
Level of Service	20
Daily Usage	25
Functional Classification	25
Truck Volume	10
Identified as a Currently Congested Corridor in CMP	10
Increases Availability of Real-Time Information to Transportation System Operators and Travelers	10
Total	100 pts

Safety and Security	
<i>Weight</i>	25%
Safety Index	80
Safety Concern	10
Safety and Security Enhancements	10
Total	100 pts

Prioritization Glossary

Economic Development

Promotion of Economic Development

If a project falls within the boundary of a community designated economic development area, then the project will receive full points. This is a Yes or No question. OTO staff will track these areas by mapping all of them together.

Strategic Economic Corridor

OTO's Strategic Economic Corridors are based upon the Congestion Management Process. This identifies roadways that are both part of the National Highway System, as well as several key arterials. The CMP network consists of roadways that are important to the connectivity of the region and within the region. Studies have shown that by decreasing travel times, a location's economic potential increases, due to the

increased size of the labor market as a result of the improved travel time. The roads shown on the map below are considered strategic economic corridors.

If a project is within a quarter-mile of a strategic economic corridor, it will receive the total point value.



Multi-Modal, Interconnected System

Removes Bicycle and Pedestrian Barriers

The elimination of bike and pedestrian barriers is necessary to promote an integrated walking and biking system. This prioritization factor focuses on areas where there is likely to be a bike and/or pedestrian need.

Barriers come in many forms, including (but not all inclusive): narrow lanes that create conflicts between cyclists and motor vehicles, roads with high motor vehicle traffic levels that intimidate novice riders, sidewalks that abruptly end, utilities in the sidewalk path, or driveway cuts that do not meet ADA sidewalk standards.

Scoring (as a percentage of total point value) –

Items 3 and 4 should only be used when items 1 and 2 do not apply.

1. Project improves a BIKE connection between complimentary land uses (e.g. between commercial, institutional and residential uses) or between complimentary land uses and transit stops.	50%
2. Project improves a PEDESTRIAN connection between complimentary land uses (e.g. between commercial, institutional and residential uses) or between complimentary land uses and transit stops.	50%
OR	
3. Project brings an <i>existing</i> pedestrian connection into compliance with the Americans with Disabilities Act (ADA).	20%
4. Project provides bike and/or pedestrian accommodations not applicable to any of the above situations.	20%
Maximum Possible Total Points	100%

Freight Bottlenecks

Examples of freight bottlenecks include load posted bridges, inadequate vertical or horizontal clearances, or gaps in the freight movement system.

If it is determined that a project eliminates a freight bottleneck, then it will receive the total point value.

Addresses Multiple Modes

If the project supports or enhances multiple modes (including transit, bicycling, and walking), it will receive the total point value.

Enhances Public Transit

If the project enhances the public transit system, then it will receive the total point value.

Quality of Life and Livability

Complies with OTO Major Thoroughfare Plan

If the project complies with or supports the final recommendation of the OTO Major Thoroughfare Plan, then it will receive the total point value.

Improves Access to or from Environmental Justice Block Groups

This Plan will identify those areas which are classified as environmental justice block groups. These include those that contain a higher than MPO average of low-income, disabled, minority, or elderly populations. A project will score 5 points for each type of block group with which it crosses. If a project intersects or is within a block group(s) that meets all four environmental justice populations, it will receive the total point value of 20 points.

Complies with Ozone Flex Plan

The Ozone Flex Plan for the region, known as the Ozarks Clean Air Action Plan, identifies project types that will contribute to fewer Ozone-causing emissions. If a project complies with the projects identified in the Clean Air Action Plan, then it will receive the total point value.

Operations and Maintenance

Level of Service

Level of Service (LOS) is current year LOS and is a measure describing operational conditions within a traffic stream. Six LOS are defined for each type of facility. Letters designate each level, from A to F, with LOS A representing best operating conditions and Level of Service F, the worst. For each process, the project is assigned a number of points based on the level of service currently experienced in the corridor. The worse the level of service is, the higher the score is.

Scoring (as a percentage of total point value) –

LOS	Score
A	0%
B	20%
C	40%
D	60%
E	80%
F	100%

Daily Usage

Daily Usage is defined as the total volume of traffic passing a point or segment of highway for one year divided by the number of days in the year and the number of through lanes.

Data:

NL = Number of through (driving) lanes

AADT = Annual Average Daily Traffic

DU = Daily Usage

TPV = Total Point Value

Formula:

DU = AADT/NL

Total Points = $(DU \div 17,500)^2 \times TPV$

Functional Classification

The Functional Classification (FC) system groups streets and highways according to the character of service they are intended to provide. For purposes of this process, the principal arterial functional classification is further divided into design types: interstates, freeways, expressways, and other principal arterials.

Scoring (as a percentage of total point value) –

	Functional Class	%TPV
Principal Arterials	Interstate	100%
	Freeway	100%
	Other	100%
	Expressway	100%
	Major Collector	50%
	Minor Arterial	40%
	Minor Collector	40%
	Collector	20%
	Local	20%
	Other	0%

Truck Volume

Truck volume is used to indicate movement of freight on the state roadway system.

Data:

TV = Total Commercial Volume

TPV = Total Point Value

Formula:

$$\text{Total Points} = (2.5 \times TV)^{1/2} \div 100 \times \text{TPV}$$

Identified as a Currently Congested Corridor in CMP

The OTO Congestion Mitigation Process is a systematic approach to addressing congestion within the OTO planning area. OTO uses four factors to determine where congestion is occurring: Volume-to-Capacity Ratio, Accident Rates, Average Travel Speed, and Intersection Level of Service. Congested facilities are those which meet 3 of the 4 congestion factors. If a corridor or facility is listed in the most recent CMP as congested, then it will receive the total point value.

Increases Availability of Real-Time Information to Transportation System Operators and Travelers

This factor is meant to reward those projects that utilize intelligent transportation systems. If a project involves ITS then it will receive the total point value.

Safety and Security

Safety Index

The safety index is made up of the following components:

1. Accident Index (10%) – compares the total accident rate to the statewide rate
2. Severity Index (60%) - compares the rate of injury and fatal crashes to statewide rates
3. High Accident Index (15%) - assigns a value based on locations that show up on the annual high accident listing
4. Wet/Dry Index (15%) – assigns a value based on locations that show up on the annual wet/dry listing

Data:

SI = Safety Index

TPV = Total Point Value

Formula:

$$\text{Total Points} = (5 - S) \times \frac{1}{4} \times \text{TPV}$$

Safety Concern

Safety concerns should be identified through documented trends in MoDOT Customer Service reports, public input from the planning process, and input from local and regional planning partners. If the project addresses a reported safety concern, then it should receive the total point value.

Safety and Security Enhancements

This factor awards points to those projects which enhance the operation of the transportation system in the event of an emergency. To identify those projects which would provide the most benefit, this score has been based on the identified assets listed in the Christian and Greene County Hazard Mitigation Plans. A project receives the total point value if it improves ITS, coincided with a railroad, improved highway access to/from the airport, or was on one of the following roadways:

- Interstate 44
- State Highway 13
- U.S. Highway 60
- U.S. Highway 65
- U.S. Highway 160 (both North and South)
- Korean War Veterans Freeway
- MO Highway 14
- MO Highway 125