

Appendix E: Project List and Scoring

Location	Countermeasures	Cost	Timeline	Priority Ranking
Sligo St Corridor	<ul style="list-style-type: none"> Buffered bicycle lanes (7th St to Main St) Wide lane striping 	Low	Near-Term	5.0
Mildred Rd Corridor	<ul style="list-style-type: none"> Buffered bicycle lanes (2nd St to Cottonwood St) Wide lane striping 	Low	Near-Term	4.5
Empire St Corridor	<ul style="list-style-type: none"> Buffered bicycle lanes Wide lane striping Lane narrowing 	Low	Near-Term	4.2
Main St/Mildred Rd Intersection	<ul style="list-style-type: none"> LPI TLPI ADA compliance and APS R10-15 signs High visibility pavement markings 	Low	Near-Term	4.2
Empire St/Mildred Rd Intersection Crossing Improvements	<ul style="list-style-type: none"> Advanced Pedestrian Warning Signs Pedestrian gateways with in-street pedestrian crossing signs (R1-6) and flexible delineator posts Pedestrian crossing illumination High visibility pavement markings 	Low	Near-Term (crossing improvements) Medium-Term (illumination)	4.2
7th St Corridor (Broadway to Sligo St)	<ul style="list-style-type: none"> Buffered bicycle lanes Lane narrowing Wide lane striping 	Low	Near-Term	4.0
Main St Midblock Crossing between Roger Smith Ave and Edith St	<ul style="list-style-type: none"> PHB with APS High visibility pavement markings Pedestrian gateways with in-street pedestrian crossing signs (R1-6) and flexible delineator posts 	Medium	Medium-Term	4.0
Montezuma Ave Corridor (Linden St to Roger Smith Ave)	<ul style="list-style-type: none"> Buffered bicycle lanes Wide lane striping Back-in angled parking (Park St to Mildred Rd) Lane narrowing 	Low	Near-Term	3.8
Main St/Elm St Intersection	<ul style="list-style-type: none"> PHB or RRFB with APS Pedestrian crossing illumination Pedestrian gateways with in-street pedestrian crossing signs (R1-6) and flexible delineator posts Yield Here to Pedestrians Sign (R1-5) Advanced Yield Markings High visibility pavement markings 	Medium	Medium-Term	3.7

Location	Countermeasures	Cost	Timeline	Priority Ranking
Main St/Market St Intersection	<ul style="list-style-type: none"> • LPI • TLPI • ADA compliance and APS • R10-15 signs • High visibility pavement markings 	Low	Near-Term	3.7
Empire St/Park St Intersection	<ul style="list-style-type: none"> • Advanced Pedestrian Warning Signs • Pedestrian gateways with in-street pedestrian crossing signs (R1-6) and flexible delineator posts • Pedestrian crossing illumination • High visibility pavement markings 	Low	Near-Term (crossing improvements) Medium-Term (illumination)	3.7
Main St/ Sligo Intersection	<ul style="list-style-type: none"> • Improve intersection geometry • LPI • TLPI • ADA compliance and APS • R10-15 signs • High visibility pavement markings 	High	Near-Term (signal modifications) Long-Term (intersection geometry)	3.5
Main St/State St Intersection	<ul style="list-style-type: none"> • Improve intersection geometry • LPI • TLPI • ADA compliance and APS • R10-15 signs • High visibility pavement markings 	High	Near-Term (signal modifications) Long-Term (intersection geometry)	3.5
Sligo St/Cactus St Intersection	<ul style="list-style-type: none"> • Advanced Pedestrian Warning Signs • High visibility pavement markings • Pedestrian illumination • In-street pedestrian crossing signs (R1-6) • Refuge island 	Medium	Medium-Term (RRFB) Long-Term (refuge islands)	3.5
Sligo Midblock Crossing Between 1st St and Cactus St	<ul style="list-style-type: none"> • RRFB with APS • Reevaluate turn lane geometry, potential turn lane removal • Refuge island • Curb extension • Advanced Pedestrian Warning Signs • High visibility pavement markings • Pedestrian illumination • In-street pedestrian crossing signs (R1-6) • R10-15 sign 	Medium	Medium-Term (RRFB) Long-Term (refuge island, curb extensions)	3.5
Cactus St Corridor	<ul style="list-style-type: none"> • Lane narrowing • Speed cushions 	Low	Near-Term	3.5

Location	Countermeasures	Cost	Timeline	Priority Ranking
Main St Corridor	<ul style="list-style-type: none"> • Buffered bicycle lanes (between Mildred Rd and Harrison St) • Wide lane striping • Lane narrowing (Mildred to Maple) • Potential road diet • Access control plan • Community gateway or splitter island (eastern city border) 	Medium	Long-Term	3.2
Market St Corridor	<ul style="list-style-type: none"> • Buffered bicycle lanes (7th St to Montezuma Ave) • 5-ft wide bicycle lanes (Montezuma Ave to Driscoll) • Wide lane striping • Back-in angled parking (1st St to Montezuma) 	Low	Near-Term	3.2
Main St/Linden St Intersection	<ul style="list-style-type: none"> • PHB or RRFB with APS • Refuge island • Pedestrian crossing illumination • Pedestrian gateways with in-street pedestrian crossing signs (R1-6) and flexible delineator posts • Yield Here to Pedestrians Sign (R1-5) • Advanced Yield Markings • High visibility pavement markings 	Medium	Medium-Term (PHB or RRFB) Long-Term (refuge islands)	3.2
Main St/Chestnut St Intersection	<ul style="list-style-type: none"> • LPI • TLPI • ADA compliance and APS • R10-15 signs • High visibility pavement markings 	Low	Near-Term	3.2
Main St/Ash St Intersection	<ul style="list-style-type: none"> • LPI • TLPI • ADA compliance and APS • R10-15 signs • High visibility pavement markings 	Low	Near-Term	3.2
Broadway Corridor	<ul style="list-style-type: none"> • ADA walkways (Empire St to northern city boundary; 3rd St to Chapman Dr) • Lane narrowing (between McElmo St and Main St) • Community gateways (McElmo St and Lebanon St) 	High	Long-Term	3.0

Location	Countermeasures	Cost	Timeline	Priority Ranking
Broadway/3rd St/Canyon Dr Intersection	<ul style="list-style-type: none"> • Traffic signal, roundabout, or PHB • Advanced Pedestrian Warning Signs • Advanced Yield Markings • Yield Here to Pedestrians Sign (R1-5) • Pedestrian gateways with in-street pedestrian crossing signs (R1-6) and flexible delineator posts • Pedestrian crossing illumination • High visibility pavement markings 	High	Long-Term	3.0
7th St in front of Mesa Elementary School	<ul style="list-style-type: none"> • RRFB with APS • Pedestrian gateways with in-street pedestrian crossing signs (R1-6) • Pedestrian crossing illumination • High visibility pavement markings • ADA-compliant curb ramps • Raised crosswalk 	Medium	Medium-Term	3.0
Main St/Maple St Intersection	<ul style="list-style-type: none"> • LPI • TLPI • ADA compliance and APS • R10-15 signs • High visibility pavement markings 	Low	Near-Term	3.0
2nd St/Pine St Traffic Calming (between 3rd and Maple)	<ul style="list-style-type: none"> • Parking and loading striping • Lane narrowing • Speed cushions • Curb extension (2nd St/Maple St intersection) • Daylighting 	Low	Near-Term, Long-Term (curb extensions)	3.0
Park St Corridor	<ul style="list-style-type: none"> • Back-in angled parking (Montezuma to Empire St) 	Low	Near-Term	2.8
Mildred/Empire Intersection	<ul style="list-style-type: none"> • Traffic signal warrant or roundabout 	High	Long-Term	2.7
Chestnut St Corridor	<ul style="list-style-type: none"> • Back-in angled parking (1st St to North St) 	Low	Near-Term	2.7
Washington St Corridor	<ul style="list-style-type: none"> • Back-in angled parking (Main St to 1st St) 	Low	Near-Term	2.7
1st St Corridor	<ul style="list-style-type: none"> • Back-in angled parking (Market St to Ash St) 	Low	Near-Term	2.7
Main St/Beech St Intersection	<ul style="list-style-type: none"> • PHB or RRFB with APS • Pedestrian crossing illumination • Pedestrian gateways with in-street pedestrian crossing signs (R1-6) and flexible delineator posts • Yield Here to Pedestrians Sign (R1-5) • Advanced Yield Markings • High visibility pavement markings 	Medium	Medium-Term	2.7

Location	Countermeasures	Cost	Timeline	Priority Ranking
Main St/Harrison St Intersection	<ul style="list-style-type: none"> • LPI • TLPI • ADA compliance and APS • R10-15 signs • High visibility pavement markings 	High	Near-Term (signal modifications) Long-Term (access control)	2.7
Empire St/Roger Smith Ave Intersection	<ul style="list-style-type: none"> • Relocate crosswalk to east side of Roger Smith • RRFB with APS • Advanced Pedestrian Warning Signs • High visibility pavement markings • Pedestrian illumination • In-street pedestrian crossing signs (R1-6) • Refuge island • R10-15 sign 	Medium	Medium-Term (PHB or RRFB) Long-Term (refuge islands)	2.7
Hwy 145/Empire St intersection	<ul style="list-style-type: none"> • Traffic signal or roundabout 	High	Long-Term	2.7
Main St Access Control	<ul style="list-style-type: none"> • Access control plan for corridor • Remove access to Main St at Pinon Dr • Access control median on east approach of Harrison intersection 	High	Long-Term	2.7
Dolores Rd Corridor (State St to Main St)	<ul style="list-style-type: none"> • Lane narrowing, stripe edge lines • Wide lane striping 	Low	Near-Term	2.7
North St Corridor	<ul style="list-style-type: none"> • Back-in angled parking (Linden St to Market St) 	Low	Near-Term	2.3
Main St/Washington St Intersection	<ul style="list-style-type: none"> • PHB or RRFB with APS • Refuge island • Pedestrian crossing illumination • Pedestrian gateways with in-street pedestrian crossing signs (R1-6) and flexible delineator posts • Yield Here to Pedestrians Sign (R1-5) • Advanced Yield Markings • High visibility pavement markings 	Medium	Medium-Term (PHB or RRFB) Long-Term (refuge islands)	2.2
Main St/Madison St Intersection	<ul style="list-style-type: none"> • PHB or RRFB with APS and ADA compliance • Refuge island • Pedestrian crossing illumination • Pedestrian gateways with in-street pedestrian crossing signs (R1-6) and flexible delineator posts • Yield Here to Pedestrians Sign (R1-5) • Advanced Yield Markings • High visibility pavement markings 	Medium	Medium-Term (PHB or RRFB) Long-Term (refuge islands)	2.2

Location	Countermeasures	Cost	Timeline	Priority Ranking
Main St/Park St Intersection	<ul style="list-style-type: none"> • PHB or RRFB with APS • Refuge island • Pedestrian crossing illumination • Pedestrian gateways with in-street pedestrian crossing signs (R1-6) and flexible delineator posts • Yield Here to Pedestrians Sign (R1-5) • Advanced Yield Markings • High visibility pavement markings 	Medium	Medium-Term (PHB or RRFB) Long-Term (refuge islands)	2.2
Main St/Hawkins Intersection	<ul style="list-style-type: none"> • Improve intersection geometry • LPI • TLPI • ADA compliance and APS • R10-15 signs • High visibility pavement markings 	High	Near-Term (signal modifications) Long-Term (intersection geometry)	2.2
7th St Midblock Crossing Near Valley Rd	<ul style="list-style-type: none"> • RRFB with APS • Pedestrian gateways with in-street pedestrian crossing signs (R1-6) • Pedestrian crossing illumination • High visibility pavement markings • Refuge island 	Medium	Medium-Term	2.2
Dolores Rd Midblock Crossing Between State St and Main St	<ul style="list-style-type: none"> • RRFB with APS • Advanced Pedestrian Warning Signs • High visibility pavement markings • Pedestrian illumination • Pedestrian gateway with in-street pedestrian crossing signs (R1-6) on edge line • Refuge island • R10-15 sign • Raised crosswalk 	Medium	Medium-Term (RRFB) Long-Term (refuge islands)	2.2
Main St between Hawkins St and Sligo St	<ul style="list-style-type: none"> • Advanced Pedestrian Warning Signs • Advanced Yield Markings • ADA compliance with APS • High Visibility Pavement Markings • Pedestrian Illumination • PHB • Yield Here to Pedestrians Sign (R1-5) • In-street pedestrian crossing signs (R1-6) • Refuge Island 	Medium	Medium-Term	2.2

Location	Countermeasures	Cost	Timeline	Priority Ranking
Main St between Hawkins and State St	<ul style="list-style-type: none"> Advanced Pedestrian Warning Signs Advanced Yield Markings ADA compliance with APS High Visibility Pavement Markings Pedestrian Illumination PHB Yield Here to Pedestrians Sign (R1-5) In-street pedestrian crossing signs (R1-6) Refuge Island 	Medium	Medium-Term	2.2
Main St/Dolores Rd	<ul style="list-style-type: none"> Improve intersection geometry 	High	Long-Term	2.0
Dolores Rd south of Fairway Dr	<ul style="list-style-type: none"> Community gateway 	Medium	Long-Term	1.8
Cortez Lateral Trail w/ Midblock Crossing at Empire St	<ul style="list-style-type: none"> Off-street paved multi-use trail Advanced pedestrian warning signs Pedestrian crossing illumination High visibility pavement markings Refuge island 	High	Long-Term	1.8
Hwy 145 Path	<ul style="list-style-type: none"> Paved multi-use trail Landscaped buffer between road and trail High visibility pavement markings, illumination, and signage at crossings/major driveways 	High	Long-Term	1.8
7th St Sidewalks	<ul style="list-style-type: none"> Sidewalks ADA-compliant curb ramps Sidewalk expansion or removal of utility poles from sidewalk Pedestrian illumination (Cedar St) 	High	Long-Term	1.5
Lebanon/Broadway Intersection	<ul style="list-style-type: none"> Improve intersection geometry Advanced Warning Signs High Visibility Pavement Markings Pedestrian illumination 	High	Long-Term	1.3

Project Scoring Table

ID	Project	Project Type	Criteria											Total		
			Safety			Equity			Public Priority	Feasibility						
			KSI crash location	High Risk Network	Vulnerable Road Users	Disadvantaged Area	Vulnerable Populations	Comments	Costs	Technical Feasibility						
1	Main St Corridor	Bike lanes, road diet, lane narrowing, gateway	Yes	Yes	1	Yes	Yes	No	0.67	High	1	Medium	Low	0.5	0	3.2
2	Empire St Corridor	Bike lanes, lane narrowing	Yes	Yes	1	Yes	No	Yes	0.67	Medium	0.5	Low	High	1	1	4.2
3	Market St Corridor	Bike lanes, parking striping	No	No	0	Yes	Yes	No	0.67	Medium	0.5	Low	High	1	1	3.2
4	Mildred Rd Corridor	Bike lanes	Yes	Yes	1	Yes	Yes	Yes	1.00	Medium	0.5	Low	High	1	1	4.5
5	Montezuma Ave Corridor	Bike lanes, parking striping, lane narrowing	Yes	Yes	1	Yes	No	No	0.33	Medium	0.5	Low	High	1	1	3.8
6	7th St Corridor	Bike lanes, lane narrowing	No	Yes	0.5	Yes	Yes	Yes	1.00	Medium	0.5	Low	High	1	1	4.0
7	Sligo St Corridor	Bike lanes	Yes	Yes	1	Yes	Yes	Yes	1.00	High	1	Low	High	1	1	5.0
8	Chestnut St Corridor	Parking striping	No	No	0	Yes	Yes	No	0.67	Low	0	Low	High	1	1	2.7
9	North St Corridor	Parking striping	No	No	0	Yes	No	No	0.33	Low	0	Low	High	1	1	2.3
10	Washington St Corridor	Parking striping	No	No	0	Yes	Yes	No	0.67	Low	0	Low	High	1	1	2.7
11	1st St Corridor	Parking striping	No	No	0	Yes	Yes	No	0.67	Low	0	Low	High	1	1	2.7
12	Park St Corridor	Parking striping	No	Yes	0.5	Yes	No	No	0.33	Low	0	Low	High	1	1	2.7
13	Broadway Corridor	Walkways, lane narrowing, gateways	Yes	Yes	1	Yes	Yes	Yes	1.00	High	1	High	Low	0	1	2.8
14	Lebanon/Broadway Intersection	Intersection geometry	Yes	Yes	1	Yes	No	No	0.33	Low	1	High	Low	0	0	3.0
15	Main St/Maple St Intersection	Signalized crossing improvements	No	Yes	0.5	Yes	Yes	Yes	1.00	Low	0	Low	Medium	1	0.5	3.0
16	Main St/Linden St Intersection	Unsignalized crossing improvements	No	Yes	0.5	Yes	Yes	No	0.67	High	1	Medium	Medium	0.5	0.5	3.2
17	Main St Access Control Plan	Access control	Yes	Yes	1	Yes	Yes	No	0.67	High	1	High	Low	0	0	2.7
18	Main St/Elm St Intersection	Unsignalized crossing improvements	Yes	Yes	1	Yes	Yes	No	0.67	High	1	Medium	Medium	0.5	0.5	3.7
19	Main St/Chestnut St Intersection	Signalized crossing improvements	No	Yes	0.5	Yes	Yes	No	0.67	Medium	0.5	Low	Medium	1	0.5	3.2
20	Main St/Market St Intersection	Signalized crossing improvements	No	Yes	0.5	Yes	Yes	No	0.67	High	1	Low	Medium	1	0.5	3.2
21	Main St/Beech St Intersection	Unsignalized crossing improvements	Yes	Yes	1	Yes	Yes	No	0.67	Low	0	Medium	Medium	0.5	0.5	2.7
22	Main St/Ash St Intersection	Signalized crossing improvements	Yes	Yes	1	Yes	Yes	No	0.67	Low	0	Low	Medium	1	0.5	3.2
23	Main St/Washington St Intersection	Unsignalized crossing improvements	No	Yes	0.5	Yes	Yes	No	0.67	Low	0	Medium	Medium	0.5	0.5	2.2
24	Main St/Madison St Intersection	Unsignalized crossing improvements	No	Yes	0.5	Yes	Yes	No	0.67	Low	0	Medium	Medium	0.5	0.5	2.2
25	Main St/Harrison St Intersection	Signalized crossing improvements, access control	No	Yes	0.5	Yes	Yes	No	0.67	High	1	High	Medium	0	0.5	2.7
26	Main St/Park St Intersection	Unsignalized crossing improvements	No	Yes	0.5	Yes	Yes	No	0.67	Low	0	Medium	Medium	0.5	0.5	2.2
27	Main St/Mildred Rd Intersection	Signalized crossing improvements	Yes	Yes	1	Yes	Yes	No	0.67	High	1	Low	Medium	1	0.5	4.2
28	Main St Midblock Crossing between Roger Smith Ave and Edith St	Unsignalized crossing improvements	Yes	Yes	1	Yes	Yes	Yes	1.00	High	1	Medium	Medium	0.5	0.5	4.0
29	Main St/ Sligo Intersection	Signalized crossing improvements, intersection geometry	Yes	Yes	1	Yes	Yes	Yes	1.00	High	1	High	Medium	0	0.5	3.5
30	Main St/Hawkins Intersection	Signalized crossing improvements, intersection geometry	Yes	Yes	1	Yes	Yes	No	0.67	Low	0	High	Medium	0	0.5	2.2
31	Main St/Dolores Rd	Intersection geometry	No	Yes	0.5	Yes	Yes	Yes	1.00	Low	0	High	Medium	0	0.5	2.0
32	Main St/State St Intersection	Signalized crossing improvements, intersection geometry	Yes	Yes	1	Yes	Yes	Yes	1.00	High	1	High	Medium	0	0.5	3.5
33	Empire St/Roger Smith Ave Intersection	Unsignalized crossing improvements	No	Yes	0.5	Yes	No	Yes	0.67	Low	0	Medium	High	0.5	1	2.7
34	Broadway/3rd St/Canyon Dr Intersection	Unsignalized crossing improvements, traffic signal, or roundabout	Yes	Yes	1	Yes	Yes	Yes	1.00	High	1	High	Low	0	0	3.0
35	Empire St/Mildred Rd Intersection Crossing Improvements	Unsignalized crossing improvements	No	Yes	0.5	Yes	No	Yes	0.67	High	1	Low	High	1	1	4.2
36	Empire St/Park St Intersection	Unsignalized crossing improvements	Yes	Yes	1	Yes	No	Yes	0.67	Low	0	Low	High	1	1	3.7
37	7th St Midblock Crossing Near Valley Rd	Unsignalized crossing improvements	No	No	0	Yes	Yes	No	0.67	Low	0	Medium	High	0.5	1	2.2
38	7th St in front of Mesa Elementary School	Unsignalized crossing improvements	No	Yes	0.5	Yes	Yes	Yes	1.00	Low	0	Medium	High	0.5	1	3.0
39	Dolores Rd south of Fairway Dr	Community gateway	No	Yes	0.5	Yes	No	No	0.33	Low	0	Medium	Medium	0.5	0.5	1.8
40	Hwy 145/Empire St Intersection	Traffic signal or roundabout	Yes	Yes	1	Yes	No	Yes	0.67	High	1	High	Low	0	0	2.7
41	Cortez Lateral Trail w/ Midblock Crossing at Empire St	Multi-use trail	No	Yes	0.5	Yes	No	No	0.33	Medium	0.5	High	Low	0	0	1.3

ID	Project	Project Type	Criteria											Total		
			Safety			Equity			Public Priority	Feasibility						
			KSI crash location	High Risk Network	Vulnerable Road Users	Disadvantaged Area	Vulnerable Populations	Comments	Costs	Technical Feasibility						
42	Hwy 145 Path	Multi-use trail	Yes	Yes	1	Yes	No	No	0.33	Medium	0.5	High	Low	0	0	1.8
43	Sligo St/Cactus St Intersection	Unsignalized crossing improvements	No	Yes	0.5	Yes	Yes	Yes	1.00	Medium	0.5	Medium	High	0	1	3.5
44	Sligo Midblock Crossing Between 1st St and Cactus St	Unsignalized crossing improvements	No	Yes	0.5	Yes	Yes	Yes	1.00	Medium	0.5	Medium	High	0.5	1	3.5
45	Cactus St Corridor	Traffic calming	No	No	0	Yes	Yes	Yes	1.00	Medium	0.5	Low	High	1	1	3.5
46	Dolores Rd Corridor (State St to Main St)	Traffic calming	No	No	0	Yes	No	Yes	0.67	Low	0	Low	High	1	1	2.7
47	Dolores Rd Midblock Crossing Between State St and Main St	Unsignalized crossing improvements	No	No	0	Yes	No	Yes	0.67	Low	0	Medium	High	0.5	1	2.2
48	7 th St Sidewalks (Broadway to Cedar St)	Walkways	No	Yes	0.5	Yes	Yes	Yes	1.00	Low	0	High	Low	0	0	1.5
49	2nd St/Pine St Traffic Calming	Traffic Calming	No	No	0	Yes	Yes	Yes	1.00	Low	0	Low	High	1	1	3.0
50	Empire/Mildred Intersection	Traffic signal	No	Yes	0.5	Yes	No	Yes	0.67	High	1	High	Medium	0	0.5	2.7
51	Main St Midblock Crossing between Hawkins St and Sligo St	Unsignalized crossing improvements	No	Yes	0.5	Yes	Yes	No	0.67	Low	0	Medium	Medium	0.5	0.5	2.2
52	Main St Midblock Crossing between State St and Hawkins St	Unsignalized crossing improvements	No	Yes	0.5	Yes	Yes	No	0.67	Low	0	Medium	Medium	0.5	0.5	2.2