

Scoring System

High-Injury Network	
Criteria	Score
Not on HIN	0
On HIN but no ped/bike A or B crashes in last 5 years or MV A	1
On HIN & 1 ped/bike A or B crash or 1 MV A crash	2
On HIN & 2 ped/bike A or B crashes or MV A crashes	4
On HIN & 3 ped/bike A or B crashes or MV A crashes	6
On HIN & 4 ped/bike A or B crashes or MV A	8
On HIN, Fatality	10

Ped Gap Issue	
Criteria	Score
Issue not related to network gap	0
Need for small improvements	1
Sidewalk gap on a residential street or ped crossing safety in area with high pedestrian generators (bus stops, parks, schools, stores)	3
Sidewalk gap on a collector street or crossing safety in area with pedestrian generators (bus stops, parks, schools, stores)	6
Crossing unsignalized street 3+ lanes	6
Gap in facilities on arterial street	9

Bike Gap Issue	
Criteria	Score
Issue not related to network gap	0
Need for small improvements	1
No facility on collector street or residential street with volume over 2000; need for crossing improvements on collector; high trip generators on established route	3
Gap in facilities on collector street or improvements needed to higher volume street	6
Crossing unsignalized street 3+ lanes	6
Gap in facilities on arterial street or alternative to arterial	9

Proposed Solution			
Countermeasure / Improvement	0-100% resolution of safety issue	0-100% resolution of ped gap	0-100% resolution of bike gap
Speed Humps	90%	10%	10%
Rectangular Rapid Flashing Beacon (RRFB)	Up to 47%*	Up to 98%*	Up to 98%
New Sidewalk or Path	65-89%*	up to 100%	
New Marked Bike Lane on Urban 4-lane undivided local, collector	57%*		up to 100%
New Marked Bike Lane on Urban 2-lane undivided local, collector	30%*		Up to 100%
Buffered bike lane	30-57%		Up to 100%
Protected Bike Lane or Path	57%+		Up to 100%
Bike Boulevard	Varies by treatments		Up to 100%
Protected Intersection	50%	25%	25%
Green Bike Markings	10%		10%
Continental Crosswalks	Up to 40%*	10%	
Advance Yield Markings or Signs	Up to 25%*		
New Accessible Crosswalk	25-50%	50-75%*	
Islands - speeding	Up to 56%		
Islands - crashes	Up to 56%		
Islands - passing zones	Up to 56%		
Islands - pedestrian/bike refuge	56%*	15%	15%
Chicane	Up to 75%		
Signal Head - over each lane	Up to 80%		
Lighting upgrade - pedestrian	42%*		
Lighting upgrade - intersections	Up to 38%*		
Lighting upgrade - urban highway	Up to 28%*		
Road Diet	19-47%*		
Median Closure	80%		
Pedestrian Countdown Timer	10%*		
Raised Crossing	30-50%		
Bumpouts - passing	90%		
Bumpout - visibility	50%	10%	
Signs - Active	25-40%		
Signs - Static	5-10%		
Pedestrian Hybrid Beacon	29-55%*		
Signal Timing change - Leading Ped/Bike Interval	13%*		
Traffic Circle	60%		
Hardened Centerline	NYC reports 20% crash reduction		

* Based on FHWA Countermeasure guide (safety.fhwa.dot.gov/provencountermeasures/)

Environmental Justice Area / Social Vulnerability Impact
Based on the Greater Madison MPO Tier 1 and 2 Environmental Justice Areas
Map at https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=16591d0e179b4229bb0257ce4eb17827