

Attachment D: Scoring Methodology

Factor 1: Land Use

	Evaluation Questions	Data Used	Scoring Rubric
1	Is the project located in the Development Area?	Development Area Boundary	• 1 pt if yes • 0 pts if no
2	Does the project serve an Activity Center and how close is it to that Activity Center?	Activity Centers from AC 44, Quarter-mile buffer of Activity Centers	• 3 pts if within a Regional Activity Center; • 2 pts if within ¼ mile of a Regional AC or within a Community AC; • 1 pt if within ¼ mile of a Community AC or within a Local AC
3	Is the project located near community resources like schools, libraries, parks, and community centers?	Points of Interest (POI), Destinations	• 2 pts if the project reasonably serves 2+ POIs/destinations • 1 pt if the project serves only 1 POI/destination • 0 pts if the project serves no nearby destinations
4	Are residential developments proposed or under construction near the project, and what is the size of those developments?	Residential Developments Approved, Residential Developments Under Review	Max 2 pts depending on scale and size of nearby developments and proximity and connectedness of project to the developments • 0 pts: Under 20 units • 0.5 pts: 21-50 units • 1pts: 51-100 units • 1.5 pts: 101-200 units • 2 pts: 201+ units
5	Does the project enhance multimodal transportation facilities that connect to community resources?	POI, Destinations, Bicycle Facilities, Sidewalks	• Is it a project with bicycle and/or pedestrian facilities, and if so, does it connect to POIs/destinations? 1 pt if yes; 0 pts if no • Does the project provide new bicycle facilities and connect to existing bicycle facilities? 1 pt if yes; 0 pts if no

Factor 2: Safety

	Evaluation Questions	Data Used	Scoring Rubric
1	Does the project address a location where serious crashes are occurring?	K+A Crashes Jan 2017 – Nov 2025	<i>If the project is creating a new road or new connection, evaluate the crashes on the roads where traffic/bikes/peds are currently traveling. If an intersection project, include crashes within 250 ft of intersection.</i> 1.5 pts: 1 or more fatal crashes 1.0 pts: Multiple serious injury (A) crashes 0.5 pt: One serious injury (A) crash 0 pts: No K or A crashes
2	Is the location of the project on the VDOT Top 100 Potential for Safety Improvement (PSI) list?	PSI Intersections 2020-2024, PSI Segments 2020-2024	<i>If the project is creating a new road or new connection, evaluate the crashes on the roads where traffic/bikes/peds are currently traveling.</i> 2.0 pts: top 25 PSI location (RANK_DISTRICT) 1.0 pts: top 100 PSI location (RANK_DISTRICT) 0.5 pts: PSI location where RANK_DISTRICT > 100 0 pts: not a PSI location
3	Are there pedestrian/bike crashes happening at this project site?	BikePed Crashes Jan 2016 – Nov 2025	<i>If the project is creating a new road or new connection, evaluate the crashes on the roads where traffic/bikes/peds are currently traveling. Only projects that have a bicycle or pedestrian component can get these points. If an intersection project, include crashes within 250 ft of intersection.</i> 1.5 pts: ped/bike fatality (K) 1.0 pts: 2+ injury bike/ped crashes (A, B, or C) 0.5 pts: at least 1 injury bike/ped crash (A, B, or C)
4	Is the project identified in the Move Safety Blue Ridge Safety Action Plan?		1 pt if project is identified in the Safety Action Plan
5	Is the project on the High Injury Network (HIN) identified in the Move Safety Blue Ridge Safety Action Plan?	HIN based on 2018-2022 crashes	2 pts: Tier 1 HIN 1.5 pts: Tier 2 HIN 1.0 pts: Tier 3 HIN 0.5 pts: Tier 4 HIN 0 pts: not on HIN
6	Is this project on a VDOT Pedestrian and Bicycle Safety Action Plan (PBSAP) Corridor?		<i>If creating a new bike/ped connection, evaluate the roads where bicyclists and pedestrians currently travel on.</i> 2 pts: On a Top 1% PBSAP corridor 1 pt: On a Top 5% PBSAP corridor

Factor 3: Congestion

	Evaluation Questions	Data Used	Scoring Rubric
1	Is the project located on a high-volume corridor/intersection?	AADT Volumes (vehicles per day, vpd)	<i>If the project is creating a new road or new connection, evaluate the AADT on the roads where traffic/bikes/peds are currently traveling.</i> 4 pts: 20,000+ vpd 3 pts: 10,000 – 19,999 vpd 2 pts: 5,000 – 9,999 vpd 1 pt: 1,000 – 4,999 vpd 0 pts: <1,000 vpd
2	Has a Traffic Impact Analysis (TIA) or other study determined operational issues at the project location such as failing Level of Service?	VDOT Level of Service (LOS), TIA locations	3 pts: TIA/traffic study identifying need and P4P LOS E or F 2 pts: TIA/traffic study identifying need (TIA shows intersection current LOS E/F) 1 pt: P4P LOS E or F 0 pts: LOS A-D and no TIA identifying need
3	If the project will enhance transit, bike, or pedestrian facilities, will it provide opportunities to divert trips from single occupancy vehicles to alternative means?	Existing shared-use path and sidewalk data, bus stops, POIs, Destinations	3 pts: Connecting 3+ POIs/destinations/bus stop/Activity Center and residential with a bike/ped facility by completing project segment 2 pts: Connecting residential to 1-2 POI/destination/bus stop with a bike/ped facility by completing a segment 1 pt: Extending a network that will one day connect residential to a POI/destination/bus stop

Factor 4: Economic Development

	Evaluation Questions	Data Used	Scoring Rubric
1	Is the project in an employment center designated in AC44?	Employment Centers + Hydraulic Opportunity Zone	2 pts if within zone/directly serves it; 1 pt if reasonably serves zone (generally within walking/biking distance)
2	Are non-residential developments proposed or under construction near the project, and what is the size of those developments?	Non-Residential Developments Approved, Non-Residential Developments Under Review	Max 4 pts depending on scale and size of nearby developments and proximity and connectedness of projects to developments: • 0 pts: under 2000 sqft • 0.5 pt: 2001-10000 sqft • 1.0 pts: 10001-50000 sqft • 1.5 pts: 50001 – 100000 sqft • 2.0 pts: 100000+ sqft
3	Will the project improve travel times or efficiency for freight vehicles traveling to and through the county primarily by access to a Corridor of Statewide Significance?	Corridors of Statewide Significance (CoSS)	Additive scores: 1 pt: Project will reduce vehicle delay on CoSS (29, 250, or I-64) • Grade-separated pedestrian crossings get points 1 pt: Project will improve truck access to a CoSS • New road connections improve truck access • Roundabouts and at-grade pedestrian crossings generally decrease truck access
4	Is the project located near an area where there are a significant number of jobs, and will it improve access to that area?	Jobs data from Census LEHD	Does this project improve connectedness to jobs, and how many • 0 pts: less than 20 jobs • 1 pt: 20-49 jobs • 2 pts: 50-99 jobs • 3 pts: 100-499 • 4 pts: 500+

Factor 5: Equitable Accessibility

	Evaluation Questions	Data Used	Scoring Rubric
1	Is the project located in an area identified as underserved?	AlbemarleBlockGroups_wDem: Underserved score is a combination of Areas of Persistent Poverty, Zero Vehicle Households, and Income	• 3 pts: Underserved score > 0.5 • 2 pts: Underserved score is between 0.25 and 0.5 • 1 pt: Underserved score is between 0.1 and 0.25
2	Does the project improve access to employment areas for underserved populations?	AlbemarleBlockGroups_wDem: Underserved score is a combination of Areas of Persistent Poverty, Zero Vehicle Households, and Income	• 3 pts: Project will make a direct connection from an underserved area (Score > 0.1) to Employment Center • 2 pts: Project will improve connectivity between an underserved area (Score > 0.1) to an area with significant employment or to an Employment Center with an indirect connection • 1 pt: Project improves connectivity for underserved populations (score >0.1), but not to an area of significant employment. • 0 pts: Project does not improve connectivity for underserved populations.
3	Is the project improving transit access or pedestrian/bike infrastructure?	Sidewalks, shared use paths, bus stops, POIs, employment centers	Additive Points (Max 4 pts possible): • 1 pt: Project adds or improves a pedestrian facility within a network-based half mile of a POI, shopping destination, or employment center (0.5 pts if within half-mile distance, but no ped facility to make connection from project to the POI) • 1 pt: Project adds or improves a pedestrian facility within a network-based quarter-mile of a bus stop • 1 pt: Project adds or improves a bicycle facility within a mile of a POI, shopping destination, or employment center (0.5 pts if the one-mile distance lacks adequate facilities for bicycling) • 1 pt: Project adds or improves a bicycle facility within a half-mile of a bus stop If project is not adding a ped or bike facility, but is adding a transit stop, 2 pts

Factor 6: Environment

	Evaluation Questions	Data Used	Scoring Rubric
1	Does the project avoid floodplains and critical/preserved slopes?	Critical and Preserved Slopes, 100-yr Floodplain, WPO Buffers	• 2 pts: Avoids both critical/preserved slopes AND floodplains/WPO buffers • 1 pt: Affects either a critical/preserved slope OR a floodplain/WPO buffer. • 0 pts: Affects a critical/preserved slope AND a floodplain/WPO buffer
2	Does the project reduce emissions by preventing unnecessary idling at intersections and improve the effectiveness of the transportation network?	No GIS data needed; examine the project description	• 2 pts: Roundabout or other innovative intersection that reduces wait times/queuing • 1 pt: If the project reduces VMT and is not a roundabout or other innovative intersection (bike improvements count; sidewalk-only projects do not count)
3	Does this project avoid sensitive environmental areas including known Threatened and Endangered Species Habitat or other resources identified in the Biodiversity Action Plan?	Core Habitats, Agricultural and Forestal Districts	• 2 pts: Avoids both core habitat areas and ag/forest districts • 0 pts: Touches either
4	Does this project avoid impacts to identified historic properties, Historic Districts, or historic sites?	Historic properties, districts, and sites layer	• 2 pts: Is not located in a Historic District AND is not adjacent to a historic site • 1 pt: Located in a historic district but is not adjacent to a historic site • 0 pts: Adjacent to a historic site
5	Does this project reduce vehicle miles traveled by providing multimodal transportation options?	Residential Developments Approved and Under Review, Employment Centers	• 2 pts: Project provides a new direct pedestrian connection from a residential area (existing or approved/under review) to an Employment Center within a half-mile AND Project provides a new direct bicycle connection from a residential area to an Employment Center within 2 miles • 1 pt: Project provides a new direct pedestrian connection from a residential area to an Employment Center within a half-mile OR Project provides a new direct bicycle connection from a residential area to an Employment Center within 2 miles