

Objectives	Existing Criteria	Existing Subcriteria/Scoring	New Scoring - Bicycle and Pedestrian	New Scoring - Complete Streets	New Scoring - Intersection Improvements	New Scoring - Major Infrastructure	New Scoring - Transit Modernization	Key Changes
SAFETY: Transportation by all modes will be safe.								
Reduce the number and severity of crashes and safety incidents for all modes Reduce serious injuries and fatalities from transportation Make investments and support initiatives that help protect transportation customers, employees, and the public from safety and security threats	Crash Severity Value: Equivalent Property Damage Only (EPDO) index (up to 5 points)	+5 EPDO value of 300 or more +4 EPDO value between 200-299 +3 EPDO value between 100-199 +2 EPDO value between 50-99 +1 EPDO value less than 50 +0 No EPDO value	Crash Severity Value: Equivalent Property Damage Only (EPDO) Index New Scoring Scale: 0-5 points, based on calculated EPDO value <i>(Scoring scale would be different from roadway projects)</i>	Crash Severity Value: Equivalent Property Damage Only (EPDO) Index New Scoring Scale: 0-5 points, based on calculated EPDO value <i>(Scoring scale would be different from bike/ped projects)</i>	(Same as Complete Streets scoring)	(Same as Complete Streets scoring)	Project Addresses Documented Safety Issue 8 Project addresses documented safety issues identified through a Federal or State investigation, audit, or finding; or top priority safety issues or hazards as identified by transit agency evaluations 5 Project addresses other safety issues or hazards as identified by transit agency evaluations 2 Project does not specifically address documented safety issues but would reduce potential hazards 0 No specific safety benefits identified	Proposal for MPO consideration: Update EPDO value scale to reflect change in MassDOT's methodology: Old methodology: 10 points: Fatal crashes 5 points: Confirmed or possible injury crashes 1 point: Property damage only crashes New methodology: 21 points: Fatal crashes; Confirmed or possible injury crashes 1 point: Property damage only crashes Proposal for MPO consideration: Create different EPDO scales for bicycle/pedestrian and roadway projects. Proposal for MPO consideration: Add Equity multiplier for this criterion Proposal for MPO consideration: Create new Transit Modernization safety criterion
	Intersection Crash Rate (up to 5 points)	Evaluation Score 5 4 3 2 1 0 Signalized >= 1.69 1.31 - < 1.69 0.70 - < 1.31 0.55 - < 0.93 0.36 - < 0.55 < 0.36 Un-signalized >= 1.36 1.03 - < 1.36 0.70 - < 1.03 0.37 - < 0.70 0.21 - < 0.37 < 0.21	N/A	N/A	Fatality and Serious Injury Rate (Intersection) New Scoring Scale: 0-5 points, based on calculated fatality and serious injury crash rate <i>(Intersection crash rate scale in development)</i>	Fatality and Serious Injury Rate (Intersection OR Corridor) New Scoring Scale: 0-5 points, based on calculated fatality and serious injury crash rate <i>(Intersection/corridor crash rate scales in development)</i>		Proposal for MPO consideration: Remove property damage only crashes from calculations to focus criterion on most severe safety issues. Proposal for MPO consideration: Reallocate crash rate scoring points from Bicycle/Pedestrian projects to other criteria.
	Corridor Crash Rate (up to 5 points)	Evaluation Score 5 4 3 2 1 0 1-Interstate 2-Other Freeways, Expressways 3- Principal Arterials-Other, 4-Minor Arterials, 5,6-Major-Minor Collectors >= 1.81 1.40 - < 1.81 1.00 - < 1.40 0.59 - < 1.00 0.40 - < 0.59 < 0.40 3- Principal Arterials-Other, 4-Minor Arterials, 5,6-Major-Minor Collectors >= 6.45 5.35 - < 6.45 4.25 - < 5.35 3.15 - < 4.25 2.05 - < 3.15 < 2.05	N/A	Fatality and Serious Injury Rate (Corridor) New Scoring Scale: 0-5 points, based on calculated fatality and serious injury crash rate <i>(Corridor crash rate scale in development)</i>	N/A			
	Improves truck-related safety issue (up to 5 points)	+3 High total effectiveness of truck safety countermeasures +2 Medium total effectiveness of truck safety countermeasures +1 Low total effectiveness of truck safety countermeasures +0 Does not implement truck safety countermeasures	N/A	Improves Truck-Related Safety Issue No changes to base scoring recommended. <i>(MPO staff consider three factors when determining the effectiveness of truck safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project, and 3) truck volumes at the project location.)</i>	Improves Truck-Related Safety Issue No changes to base scoring recommended. <i>(MPO staff consider three factors when determining the effectiveness of truck safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project, and 3) truck volumes at the project location.)</i>	Improves Truck-Related Safety Issue No changes to base scoring recommended. <i>(MPO staff consider three factors when determining the effectiveness of truck safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project, and 3) truck volumes at the project location.)</i>		Proposal for MPO consideration: Reallocate truck-specific bonus points to all-mode safety improvements criterion below.
	Improves bicycle safety (up to 5 points)	+3 High total effectiveness of bicycle safety countermeasures +2 Medium total effectiveness of bicycle safety countermeasures +1 Low total effectiveness of bicycle safety countermeasures +0 Does not implement bicycle safety countermeasures	Improves Bicycle Safety: 8 High total effectiveness of countermeasures 5 Medium total effectiveness of countermeasures 2 Low total effectiveness of countermeasures 0 Does not implement bicycle safety countermeasures <i>MPO staff consider two factors when determining the effectiveness of bicycle safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i>	Improves Bicycle Safety: No changes to base scoring recommended. <i>MPO staff consider two factors when determining the effectiveness of bicycle safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i>	Improves Bicycle Safety: No changes to base scoring recommended. <i>MPO staff consider two factors when determining the effectiveness of bicycle safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i>	Improves Bicycle Safety: No changes to base scoring recommended. <i>MPO staff consider two factors when determining the effectiveness of bicycle safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i>		Proposal for MPO consideration: Award higher point values for Bicycle/Pedestrian projects to emphasize importance of bicycle-specific safety countermeasures for these projects. Proposal for MPO consideration: Add extra bonus point for projects that improve bicycle safety at multiple all-mode HSIP clusters Proposal for MPO consideration: Add Equity multiplier for this criterion
		If project scores points above, then it is eligible for additional points below: +2 Improves bicycle safety at HSIP Bicycle Cluster +1 Improves bicycle safety at HSIP Cluster (all modes)	Bonus Points: 1 Improves bicycle safety at all-mode HSIP cluster 2 Improves bicycle safety at bicycle HSIP cluster OR multiple all-mode HSIP clusters	(Same as Bicycle/Pedestrian scoring)	(Same as Bicycle/Pedestrian scoring)	(Same as Bicycle/Pedestrian scoring)		

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	Improves pedestrian safety (up to 5 points)	+3 High total effectiveness of pedestrian safety countermeasures +2 Medium total effectiveness of pedestrian safety countermeasures +1 Low total effectiveness of pedestrian safety countermeasures +0 Does not implement pedestrian safety countermeasures	Improves Pedestrian Safety: 8 High total effectiveness of countermeasures 5 Medium total effectiveness of countermeasures 2 Low total effectiveness of countermeasures 0 Does not implement pedestrian safety countermeasures <i>MPO staff consider two factors when determining the effectiveness of pedestrian safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i>	Improves Pedestrian Safety: No changes to base scoring recommended. <i>MPO staff consider two factors when determining the effectiveness of pedestrian safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i>	Improves Pedestrian Safety: No changes to base scoring recommended. <i>MPO staff consider two factors when determining the effectiveness of pedestrian safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i>	Improves Pedestrian Safety: No changes to base scoring recommended. <i>MPO staff consider two factors when determining the effectiveness of pedestrian safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i>		Proposal for MPO consideration: Award higher point values for Bicycle/Pedestrian projects to emphasize importance of pedestrian-specific safety countermeasures for these projects. Proposal for MPO consideration: Add extra bonus point for projects that improve pedestrian safety at multiple all-mode HSIP clusters Proposal for MPO consideration: Add Equity multiplier for this criterion
		If project scores points above, then it is eligible for additional points below: +2 Improves pedestrian safety at HSIP Pedestrian Cluster +1 Improves pedestrian safety at HSIP Cluster	Bonus Points: 1 Improves pedestrian safety at all-mode HSIP cluster 2 Improves pedestrian safety at pedestrian HSIP cluster OR multiple all-mode HSIP clusters	(Same as Bicycle/Pedestrian scoring)	(Same as Bicycle/Pedestrian scoring)	(Same as Bicycle/Pedestrian scoring)		
	Improves safety or removes an at-grade railroad crossing (up to 5 points)	+5 Removes an at-grade railroad crossing +3 Significantly improves safety at an at-grade railroad crossing +1 Improves safety at an at-grade railroad crossing +0 Does not include a railroad crossing	N/A	Improves Safety for All Users: 4 Project includes four or more of the following: 3 Project includes three of the following: 2 Project includes two of the following: 1 Project includes one of the following: - Improvements to or removal of railroad crossings - Improvements to traffic signals - Traffic-calming features - Roadway geometry alterations designed to improve safety	(Same as Complete Streets scoring)	(Same as Complete Streets scoring)		Proposal for MPO consideration: Consolidate existing railroad crossing criterion with existing traffic signal criterion (currently in the System Preservation and Modernization goal area) and combine with other safety countermeasures into one multi-modal safety criterion. Proposal for MPO consideration: Reallocate truck safety bonus points to this criterion to award bonus for all-mode safety countermeasures (including trucks)
			Bonus Points: 1 Addresses safety at one all-mode HSIP cluster 2 Addresses safety at multiple all-mode HSIP clusters 3 Addresses safety at a Top-200 crash location	(Same as Complete Streets scoring)	(Same as Complete Streets scoring)			