

Revitalizing Main Streets Large Safety Infrastructure Grants Safety Scoring Information Sheet

While data (crash history and traffic/ped counts) are important for adequately scoring safety impacts, quantitative data are not the only components that CDOT will be using to score safety on the Revitalizing Main Streets Opportunity 1 Safety Infrastructure Grants. More details about how CDOT will score safety are included below.

Safety: The extent to which the project addresses an identified safety need. (30% of total scoring)

Safety Sub-Score:

- **Strategic:** 20% of safety score (Yes/No)
Criteria: Addresses targeted higher risk crash type (i.e. pedestrians, bikes, access or multimodal).
Examples:
 - Thoroughly explain with both data and narrative the current and future anticipated usage (anticipated traffic/ped counts and modeling when possible).
 - Clearly outline (showing maps/diagrams when possible) the safety problems associated with the current state.
 - Identify all locations adjacent to the project that generate pedestrian and/or bike traffic (schools, multi-family residential, job centers, etc).
 - When available include any data and/or modeling you have.

- **Effectiveness:** 20% of safety score (Yes/No)
Criteria: Applies proven countermeasure (FHWA or STEP)
Examples:
 - Detail the proven safety strategies and countermeasures the proposed project will implement to improve safety. Several links for safety strategies are included here and on the RMS webpage: [CDOT Safety Strategies](#), [FHWA Countermeasures](#), and [Crash Modification Factors Clearinghouse](#)

- **Equity:** 20% of safety score (LOSS 3/4 and/or crash pattern identified) (Yes/No)
Criteria: Level of Service of Safety (LOSS) and crash pattern analysis to assess current safety performance of project location based on observed crash history.

- **Value:** 40% of safety score (Benefit-Cost Ratio)
 - BCR less than 0.5: No credit (0%)
 - BCR between 0.5 and 1.0: Half credit (20%)
 - BCR equal or greater than 1.0: Full credit (40%)**Criteria:** Benefit Cost Ratio (BCR) Analysis. Cost based on the requested amount.

* Please note CDOT will conduct both the LOSS and Benefit-Cost calculations and collect data from CDOT's Crash Database as well. Applicants are not *required* to provide crash data.

Technical Assistance:

While we recognize that some communities may not have as much data, but please provide as much data as you can in Part 3 of your application. For assistance with data questions, you can work with your local team (traffic and/or police departments) for local data, reach out to your CDOT Regional Technical Assistance individual(s) (listed below), or contact David Swenka.

HQ Support:

- Nathan Lindquist: nathan.lindquist@state.co.us (Project Support)
- David Swenka: david.swenka@state.co.us (Safety Data Questions)

Region 1 (Denver metro area):

- Tony Brindisi: tony.brindisi@state.co.us

Region 2 (Pikes Peak, Pueblo, SE CO):

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- Lachelle Davis: lachelle.davis@state.co.us

Region 3 (NW CO):

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- Mark Rogers: mark.rogers@state.co.us

Region 4 (Boulder, NE CO):

- Katrina Kloberdanz: katrina.kloberdanz@state.co.us

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