

SCORING		New Streetlight Prioritization Criteria			
1	History of Crash Incidents (within last 5 years)	0 No crash history	5 Vehicle-Vehicle PDO crash within influence area	7 Vehicular B and C injury crash within influence area	10 Ped/bike crash or Vehicular K and A injury crash within influence area
2	Proximity to Transit Stops	0 Greater than ¼ mile from an AAATA or school bus stop or train station	3 Greater than ⅛ mile to ¼ mile from an AAATA or school bus stop or train station	6 300 feet to ⅛ mile from an AAATA or school bus stop or train station	10 Less than 300 feet from an AAATA or school bus stop or train station
3	City vs. DTE System Addition	2 Add to DTE system w/ City purchased LED		3 Solar Light (as currently available)	10 Part of City System
4	Proximity to Activity Generators/Destinations	1 Greater than ½ mile from a school, library, government office, major commercial attractor, or park	3 Greater than ¼ mile to ½ mile from a school, library, government office, major commercial attractor, or park	6 ⅛ mile to ¼ mile from a school, library, government office, major commercial attractor, or park	10 Less than ⅛ mile from a school, library, government office, major commercial attractor, or park
5	Crash Potential	0 No existing facilities	5 Adjacent to intersection		10 Adjacent to existing bike lanes, enhanced cross walks, or mid-block crossings
6	Current Lighting Levels	0 Meets City-defined LOS		6 Area-wide deficiency in meeting City-defined LOS	10 Gap in meeting City-defined LOS
7	Street Classification	1 Adjacent to a local street	6 Adjacent to an Urban Collector		10 Adjacent to an Arterial Street
8	Public Requests/Desire	0 No petition		3 Single request from individual	7 Requests from multiple citizens or informal citizen group
					10 Requested by neighborhood assoc/HOA, school, advocacy group