

NTCP Street Scores & Neighborhood Selection Scenario (2026)

Requested Street	Data Collection Year	Criteria							SCORE TOTAL
		Speed	Volume	Pedestrian Generators	Roadway Features	Household Density	Additional Considerations		
		30 points	20 Points	10 Points	10 Points	10 Points	20 Points	100 Points	
3rd Street (East of Virginia Ave)	2023	24	20	6	5	5	15	75	
Central Ave (South of South Ave)	2024	21	20	6	4	3	16	70	
Founders Way	2023	27	20	1	3	6	10	67	
Blue Ridge Drive (North of Meadowlark Drive)	2023	27	20	2	5	5	7	66	
Goldfinch Drive	2024	24	14	0	5	8	14	65	
South Mason Street	2025	15	20	7	10	6	16	74	
Old Furnace Road (West of Vine Street)	2024	30	20	4	4	2	12	72	
3rd Street (West of Virginia Ave)	2023	21	19	7	5	4	10	66	
Wolfe Street (East of Chicago Ave)	2025	12	17	5	6	8	17	65	
Greystone Street	2025	21	14	1	5	4	20	65	
Eastover Drive	2024	21	16	3	5	2	17	64	
Meadowlark Drive (West)	2023	24	16	0	5	10	7	62	
Ashby Lane	2023	27	10	3	5	4	12	61	
North Willow Street	2023	21	10	6	4	4	15	60	
King Edward Way	2023	27	8	4	3	4	13	59	
Norwood Drive	2024	9	18	5	5	10	12	58	
Kelley Street	2024	21	8	4	3	4	19	59	
Chicago Avenue (WES)	2025	12	20	6	4	2	12	56	
Broad Street	2022	12	12	4	6	9	12	55	
Fairway Drive	2025	27	6	0	5	2	14	54	
Paul Street (Ott Street to MLK Jr. Way)	2025	12	15	7	5	2	12	53	
Clinton Street	2023	21	7	2	5	5	13	53	
Monument Avenue	2023	30	12	3	5	3	0	53	
Chicago Avenue (South of Gay Street)	2025	6	17	5	3	10	10	51	
Jefferson Street	2023	9	14	2	5	5	14	49	
Crawford Avenue	2023	15	10	8	4	4	7	49	
Stoneleigh Drive (W. Market to Lendale)	2023	24	11	1	5	2	5	48	
Roosevelt Street	2024	12	12	6	3	5	10	48	
Waterman Drive (North of Chicago Ave)	2025	15	5	2	5	3	18	48	
Ott Street	2025	6	8	4	10	5	14	47	
Star Crest Drive	2023	21	10	0	5	2	7	45	
Hawkins Street	2024	3	12	5	3	10	12	45	
Middlebrook Street	2025	18	5	0	3	4	15	45	
Broadview Drive	2023	21	6	0	5	2	10	44	
Gay Street (WES)	2025	6	12	6	5	4	10	43	
Willow Hill Drive	2025	12	9	0	3	5	14	43	
E. Gay Street (Broad St. to Sterling St.)	2022	15	20	5	5	7	10	62	
Blue Stone Hills Drive (East)	2022	24	13	0	5	4	15	61	
Crystal Lane	2022	21	11	0	5	4	15	56	
Blue Stone Hills Drive (West)	2022	21	10	0	5	3	17	56	
Sterling Street	2022	15	20	5	6	4	5	55	
S Dogwood Drive (Maryland Ave to West Market)	2022	18	20	5	3	3	4	53	
S Dogwood Drive (South Ave to Maryland Ave)	2022	18	16	2	5	4	7	52	
Portland Drive	2022	12	16	1	8	3	10	50	
Summit Street	2022	9	17	3	5	6	10	50	
Hill Street	2022	15	10	3	5	5	10	48	
Maryland Avenue (West of High Street)	2022	12	20	3	3	4	5	47	
Sunrise Ave	2022	18	4	6	3	3	12	46	
E Wolfe Street (Sterling St to Summit St)	2022	12	14	2	3	5	10	46	
Dixie Ave	2022	18	4	7	3	3	10	45	
Johnson Street (Myrtle St to Simms Ave)	2022	12	4	5	6	8	10	45	
New York Avenue (West of High Street)	2022	15	3	8	5	3	10	44	
E. Gay Street (Sterling St. to Summit St.)	2022	0	19	6	6	8	5	44	
Emerald Drive	2022	15	4	1	3	8	12	43	
Weaver Avenue	2023	12	7	6	3	4	7	39	
Sharon Street	2025	12	3	0	3	4	17	39	
Colicello Street	2025	6	6	5	2	8	12	39	
W Wolfe Street (Chicago Ave to N Willow)	2025	6	6	7	3	7	10	39	
E Water Street	2025	0	14	4	5	10	5	38	
Lee Avenue (South of 3rd Street)	2025	3	5	7	4	6	12	37	
S Willow Drive	2022	12	12	4	4	4	0	36	
2nd Avenue (East of Chicago Ave)	2025	0	10	6	5	4	10	35	
Carriage Drive	2025	9	5	0	5	3	13	35	
Ohio Avenue (West of High Street)	2022	12	3	5	5	3	5	33	
Hillcrest Drive	2023	6	3	7	5	2	7	30	
Maplehurst Avenue	2023	9	4	6	3	3	5	30	
W Bruce Street	2025	3	2	3	6	9	2	25	

	Recommended Traffic Calming Study
	Automatically Reconsidered 2027 Round
	Speed and Volume Data will expire, will need to re-request for 2027 Round
	Ineligible due to scoring under 40 points, can be re-considered in 3 years

Key

Additional Considerations Points Breakdown

- 5 points assigned if street no existing traffic calming (physical measures)
- 5 points assigned if street contains a for hill (5%-10% over 250 ft)
- 5 points assigned if street is within a disadvantaged census block (LMI or Economic Justice tool)
- 2 points assigned for every 1000 feet between or without existing physical traffic control measures, stop control devices, or speed impeding curve
- 1 point assigned for every additional 500 feet over 1000 between or without existing physical traffic calming measures, stop control devices, or speed impeding curve

Why were streets with higher score totals not selected?

Although some streets received higher scores, the selected streets were chosen to optimize city resources. Implementing traffic calming measures on adjacent streets that scored well reduces study time and mobilization costs, allowing for more improvements to be installed overall. High-scoring streets not selected in the 2026 round will be automatically reconsidered in future rounds unless otherwise indicated.