

Updated Prioritization Criteria for Pedestrian Network

12/22/2016

| | Criterion | Brief description | Input | Rank | Measurement | Pts. |
|---|----------------------------------|---|--|--------|---|------|
| 1 | Serve Key Destinations | Is the project located in an area with high demand for walking? | It's critical that the pedestrian network serve locations of high potential demand. Areas with higher levels of potential walking activity should have higher priorities for installing sidewalks. | High | Project is located in a regional/town Center, or within an area zoned for high density residential (more than 16 units per acre), or within 1/4 mile of a hospital or health clinic | 10 |
| | | | | Medium | Project is within a 1/4 mile of a school, library, or park | 5 |
| | | | | Low | Does not connect directly to a major destination | 0 |
| 2 | Transit Access | To what extent does this project improve pedestrian access to the transit network? | Transit ridership by stop (boardings) | High | Project is within 1/2 mile of a transit stop with more than 100 boardings a day | 10 |
| | | | | Medium | Project is within 1/4 mile of a transit stop with 20 to 100 boardings a day | 5 |
| | | | | Low | Project is within 1/4 mile of a transit stop with less than 20 boardings a day | 0 |
| 3 | Promote Safety | To what extent does this project provide an immediate pedestrian safety improvement at a location with a recorded safety concern? | Collision analysis shows intersections and street corridors with highest crash rates. Crashes are included if they are within 100 feet of the project. | High | Two or more pedestrian crashes have occurred along the segment or intersection in the last five years for which there is data. | 10 |
| | | | | Medium | A pedestrian crash has occurred along the segment or intersection in the last five years for which there is data. | 5 |
| | | | | Low | No reported crashes occurred | 0 |
| 4 | Level of Comfort for Pedestrians | To what extent does the segment provide a comfortable walking environment | Pedestrian level of service score. Prioritize segments with a higher score for filling of gaps and improvements. This will support improving comfort on the most challenging sections first. | High | Pedestrian Level of Service Score of 5 | 10 |
| | | | | Medium | Pedestrian Level of Service Score 3 or 4 | 5 |
| | | | | Low | Pedestrian Level of Service Score of 1 or 2 | 0 |

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| 5 | Promote Health | To what extent does the segment provide options for healthy food in areas with higher incidence of diabetes? | Health score that includes a 1/4 mile proximity to stores with healthy food and/or proximity to block groups of higher incidence of diabetes. | High | Project is within 1/4 mile of a healthy food store and in a census tract with a diabetes rate over 10%. | 10 |
| | | | | Medium | Project is within 1/4 mile of a healthy food store or in a census tract with a diabetes rate over 10%. | 5 |
| | | | | Low | Project is not within 1/4 mile of a healthy food store or in a census tract with a diabetes rate over 10%. | 0 |
| 6 | Equity | To what extent does the project benefit underserved communities? | Equity composite measure showing geographies (block groups) where pedestrian improvements could benefit underserved, vulnerable populations. | High | Project is within 1/4 mile of a healthy food store and in a census tract with a diabetes rate over 10%. | 10 |
| | | | | Medium | Project is within 1/4 mile of a healthy food store and in a census tract with a diabetes rate over 10%. | 5 |
| | | | | Low | Project is not within 1/4 mile of a healthy food store or in a census tract with a diabetes rate over 10%. | 0 |

High Priority

45-60pts

Updated Prioritization Criteria for Bike Routes for Everyone Network

12/22/2016

| | Criterion | Brief description | Input | Rank | Measurement | Pts. |
|---|----------------------|--|---|--------|---|------|
| 1 | Destinations | Is the project located in an area with high demand for biking? | Locations of destinations | High | Project is located in a regional/town Center, or within an area zoned for high density residential (more than 16 units per acre), or within 1/4 mile of a hospital or health clinic | 10 |
| | | | | Medium | Project is within a 1/4 mile of a school, library, or park | 5 |
| | | | | Low | Does not connect to a major destination | 0 |
| 2 | Transit Access | To what extent does this project improve access to the transit network? | Transit ridership by stop (boardings) | High | Project is within 1/2 mile of a transit stop with more than 100 boardings a day | 10 |
| | | | | Medium | Project is within 1/4 mile of a transit stop with 20 to 100 boardings a day | 5 |
| | | | | Low | Project is within 1/4 mile of a transit stop with less than 20 boardings a day | 0 |
| 3 | Promote Connectivity | To what extent does this bikeway contribute the Bicycle Routes for Everyone Network | Does the project improve connections in the low stress bicycle network. | High | Project fills a gap in the Bike Routes for Everyone network by connecting to it on both ends | 10 |
| | | | | Medium | Project extends the Bike Routes for Everyone network by connecting to it on one end | 5 |
| | | | | Low | Project does not improve the Bike Routes for Everyone network | 0 |
| 4 | Promote Safety | To what extent does this project provide an immediate cyclist safety improvement at a location with a recorded safety concern? | Collision analysis show's intersections and street corridors with highest crash rates. Crashes are included if they are within 100 feet of the project. | High | Multiple crashes involving bicyclists have occurred on the segment or intersection in the last five years for which there is data. | 10 |
| | | | | Medium | A cyclist crash has occurred on the segment or intersection in the last five years for which there is data. | 5 |
| | | | | Low | No reported crash occurred | 0 |
| 5 | Promote Health | To what extent does the segment provide access to healthy food or is in areas with higher incidence of diabetes? | Health score that includes a 1/4 mile proximity to stores with healthy food and/or proximity to block groups of higher incidence of diabetes. | High | Project is within 1/4 mile of a healthy food store and in a census tract with a diabetes rate over 10%. | 10 |
| | | | | Medium | Project is within 1/4 mile of a healthy food store or in a census tract with a diabetes rate over 10%. | 5 |
| | | | | Low | Project is not within 1/4 mile of a healthy food store or in a census tract with a diabetes rate over 10%. | 0 |
| 6 | Equity | To what extent does the project benefit underserved communities? | Equity composite measure showing geographies (block groups) where bicycle improvements could benefit underserved, vulnerable populations. | High | Block group scored in top tier in the Equity Index | 10 |
| | | | | Medium | Block group scored in the middle tier in the Equity Index | 5 |
| | | | | Low | Block group score in the lowest tier in the Equity Index | 0 |