

**Monterey County Active Transportation Plan  
Ranking Methodology**

Criteria	Measurement Methodology	Data Source	Notes
<b>Safety (20 points)</b> Addresses a location with a high bicycle and pedestrian collision history, or addresses a location that is associated with greater cyclist or pedestrian stress such as streets with higher motor vehicle volumes and/or posted speeds.	<p><b>UC Berkeley TIMS:</b>  1 or more fatalities or severe injury collisions at project location (5 points);  2&lt; collisions at the project location (4 points);  2&lt; collisions within close proximity of the project location (3 points);  2&gt; collision within close proximity of the project location (2 points);  0 collisions within close proximity of the project location (1 point)</p> <p><b>CalEnviroScreen 3.0 Traffic Density percentiles:</b>  100-80 (5 points);  80-70 (4 points);  50-40 (3 points);  40-30 (2 points);  20 - 0 (1 point)</p> <p><b>Speeds:</b>  &gt;40 mph (5 points)  &gt;30 mph (3 points)  &gt;20 mph (2 points)</p> <p><b>Roadway Classification:</b>  Project is located on or crosses a major arterial (5 points);  Project is located on or crosses a minor arterial (4 points);  Project is located on or crosses a collector arterial (3 points);  Project has no arterial crossings (2 points)</p>	<p><b>UC Berkeley Traffic Injury Mapping System collisions data from 2010 - 2016</b>  <a href="https://tims.berkeley.edu/">https://tims.berkeley.edu/</a></p> <p><b>CalEnviroScreen 3.0 - Traffic Density</b>  <a href="https://oehha.ca.gov/calenviroscreen/indicator/traffic-density">https://oehha.ca.gov/calenviroscreen/indicator/traffic-density</a></p> <p><b>Speeds/Roadway Classification</b>  <u>Speed data:</u> Association of Monterey Bay Area Governments Regional Roadway Network data.</p> <p><u>Roadway classification:</u> Caltrans California Road System Maps  (<a href="http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/">http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/</a>)</p> <p>The breakdown of points for the speed and roadway classifications is based on research regarding speed and injury severity for pedestrians.</p>	<p>Crash data is a historical and responsive variable, while the remaining safety data points are predictive variables for identifying locations that will improve bike and pedestrian safety.</p> <div data-bbox="1551 516 1984 933"> <p>HIT BY A VEHICLE TRAVELING AT 20 MPH 9 out of 10 pedestrians survive</p> <p>HIT BY A VEHICLE TRAVELING AT 30 MPH 5 out of 10 pedestrians survive</p> <p>HIT BY A VEHICLE TRAVELING AT 40 MPH Only 1 out of 10 pedestrians survives</p> </div> <p>Figure 1: Image source - Seattle Department of Transportation. (September 2010).</p>

<p><b>Connectivity (20 points)</b> Fills a gap or creates access in an existing route to major destinations. Will remove a barrier or close a system gap in the active transportation network.</p>	<p><b>Major Destinations:</b> Serves 2 or more major regional destinations, project located on a regional wayfinding route (10 points); Serves 1 major regional destinations, project connects to a regional wayfinding route (7 points); Serves 2 or more local destinations (5 points); Serves 1 local destination (3 points); Serves residential neighborhood only (1 point)</p> <p><b>Closes a Gap:</b> Connects to 1 regional or 2 local or more bike/pedestrian facilities that are existing or planned, project located on a regional wayfinding route (10 points); Connects to 1 local existing or planned bike/pedestrian facility, project connects to a regional wayfinding route (7 points); Project connects to 2 or more local destinations (5 points); Does not connect to an existing or planned bike/ped facility (1 point)</p>	<p><b>Major Destinations:</b> Regional destinations are large employment centers, colleges and universities, hospitals, shopping centers, downtown commercial centers and transit stations.</p> <p>Local destinations are elementary, middle and high schools, libraries and other community centers.</p> <p><b>Closes a Gap:</b> Based on 2011 Master Plan database and TAMC existing bikeways data and Regional Wayfinding Plan data.</p>	
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<p><b>Comfort (20 points)</b> Creates a more comfortable walking or bicycling experience for the user by using innovative bicycle and/or pedestrian treatments such as cycle tracks, bike boxes or pedestrian countdowns.</p>	<p><b>Treatment:</b> Innovative and physically separated treatment (20 points); Physically separated treatment (15 points); Innovative visually separated treatment (10 points); Mixed with traffic treatment (5 points)</p>	<p>Innovative and physically separated treatment: bike boxes, cycle tracks with physical buffer</p> <p>Physically separated treatment: Sidewalk, curb extensions, shared use path,</p> <p>Innovative visually separated treatment: Paved buffered bike lane, advisory shoulder, crosswalk, high-visibility crosswalk, pedestrian countdowns, bike boulevard</p> <p>Mixed with traffic treatment: Bike routes, bike boulevards, yield roadway</p>	<p>Source: FHWA Small Town and Rural Design Guide-Facilities for Biking and Walking</p>
<p><b>Active Transportation Trips (15 points)</b> Expected to generate an increase in bicycling and/or walking trips by providing a connection between or access to major destinations, such as: employment centers, shopping centers, community centers, schools and transit stations</p>	<p>Connects to 2 or more regional destinations (15 points); Connects to 1 regional destination and 1 school (13 points); Connects to 2 or more local destinations and 1 school (10 points); Connects to 1 local destination (5 points); Connects to a route, but no destination (3 points); Does not connect to a destination (1 point)</p>	<p><b>Destinations:</b> Regional destinations are large employment centers, colleges and universities, hospitals, shopping centers, downtown commercial centers and transit stations.</p> <p>Local destinations are elementary, middle and high schools, libraries, local civic centers and other community centers.</p>	

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<p><b>Equity (10 points)</b> Serves disadvantaged communities including households living in poverty, children and the elderly, and people of color. The State's CalEnviroScreen 2.0 Population Characteristics Indicators tool will be used to measure equity.:</p>	<p><b>CalEnviroScreen 3.0 percentiles:</b> 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point)</p> <p><b>Public Health Disadvantage Index percentiles:</b> 100-76 (5 points) 75-51 (4 points) 50-26 (3 points) 25 – 0 (2 points)</p>	<p><b>CalEnviroScreen 3.0 - Population Characteristics</b> <a href="https://oehha.ca.gov/calenviroscreen/population-indicators">https://oehha.ca.gov/calenviroscreen/population-indicators</a></p> <p><b>Public Health Alliance of Southern California - California Health Disadvantage Index</b> <a href="http://phasocal.org/ca-hdi/">http://phasocal.org/ca-hdi/</a></p>	<p>The Public Health Disadvantage Index includes more social equity factors, such as access to a vehicle, that are not included in the CalEnviroScreen scores.</p>
<p><b>Complete Streets Opportunity Projects (10 points)</b> Integrates active transportation facilities into pre-existing or planned roadway or maintenance projects</p>	<p>Project located on a CIP street (10 points); Project connects to a CIP street (5 points); Project not on or not connected to a CIP street (1 point)</p>	<p><b>TAMC Measure X Safety &amp; Investment Plan 5-year Capital Improvement Projects</b> <a href="http://www.tamcmonterey.org/measure-x/programs-projects/">http://www.tamcmonterey.org/measure-x/programs-projects/</a></p>	
<p><b>Quality Facilities (5 points)</b> Improves the quality of an existing facility with high existing usage in a way that will increase usage.</p>	<p>Yes (2 points) No (1 point)</p>		<p>This is a yes or no question. If there is an existing facility, and a new treatment at the facility is included in the Plan then the answer is YES.</p>