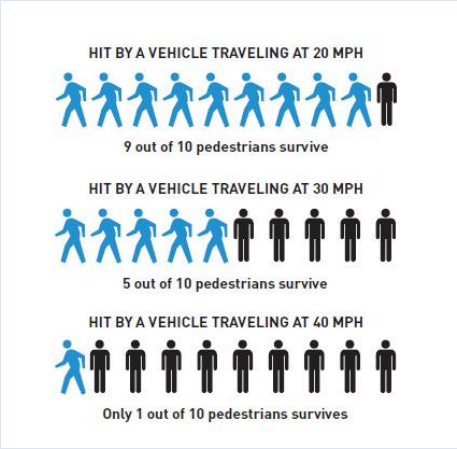


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Category	Criteria	Points	Measurement Methodology	Data Source	Notes
Safety	Addresses a location with a high bicycle and pedestrian collision history, or addresses a location that is associated with greater cyclist or pedestrian stress such as streets with higher motor vehicle volumes and/or posted speeds.	20	<p>UC Berkeley TIMS: 1 or more fatalities or severe injury collisions at project location (5 points); 2< collisions at the project location (4 points); 2< collisions within close proximity of the project location (3 points); 2> collision within close proximity of the project location (2 points); 0 collisions within close proximity of the project location (1 point)</p> <p>CalEnviroScreen 3.0 Traffic Density percentiles: 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point)</p> <p>Speeds: >40 mph (5 points) >30 mph (3 points) >20 mph (2 points)</p> <p>Roadway Classification: Project is located on or crosses a major arterial (5 points);</p>	<p>UC Berkeley Traffic Injury Mapping System collisions data from 2010 - 2016 https://tims.berkeley.edu/</p> <p>CalEnviroScreen 3.0 - Traffic Density https://oehha.ca.gov/calenviroscreen/indicator/traffic-density</p> <p>Speeds/Roadway Classification Association of Monterey Bay Area Governments Regional Roadway Network data.</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><i>Figure 1: Image source - Seattle Department of Transportation. Study source - Relationship between Speed and Risk of Fatality Injury: Pedestrians and Car Occupants, Dept. of Transportation London (September 2010).</i></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.

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			<p>Project is located on or crosses a minor arterial (4 points);</p> <p>Project is located on or crosses a collector arterial (3 points);</p> <p>Project has no arterial crossings (2 points)</p>		
Connectivity	<p>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>	20	<p>Major Destinations:</p> <p>Serves 2 or more major regional destinations, project located on a regional wayfinding route (10 points);</p> <p>Serves 1 major regional destinations, project connects to a regional wayfinding route (7 points);</p> <p>Serves 2 or more local destinations (5 points);</p> <p>Serves 1 local destination (3 points);</p> <p>Serves residential neighborhood only (1 point)</p> <p>Closes a Gap:</p> <p>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);</p> <p>Connects to 1 local existing or planned bike/pedestrian facility, project connects to a</p>	<p>Major Destinations:</p> <p>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>Closes a Gap:</p> <p>Based on 2011 Master Plan database and TAMC existing bikeways data and Regional Wayfinding Plan data.</p>	

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			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)		
Comfort	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.	20	Treatment: Innovative and physically separated treatment (20 points); Physically separated treatment (15 points); Innovative visually separated treatment (10 points); Mixed with traffic treatment (5 points)	Innovative and physically separated treatment: bike boxes, cycle tracks with physical buffer Physically separated treatment: Sidewalk, curb extensions, shared use path, Innovative visually separated treatment: Pained buffered bike lane, advisory shoulder, crosswalk, high-visibility crosswalk, pedestrian countdowns, bike boulevard Mixed with traffic treatment: Bike routes, bike boulevards, yield roadway	Source: FHWA Small Town and Rural Design Guide-Facilities for Biking and Walking
Active Transportation Trips	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,	15	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);	Destinations: Regional destinations are large employment centers, colleges and universities, hospitals, shopping centers, downtown commercial centers and transit stations. Local destinations are elementary, middle and high schools, libraries, local civic centers and other community centers.	

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	schools and transit stations.		Does not connect to a destination (1 point)		
Equity	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.	10	CalEnviroScreen 3.0 percentiles: 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point) Public Health Disadvantage Index percentiles: 100-76 (5 points) 75-51 (4 points) 50-26 (3 points) 25 – 0 (2 points)	CalEnviroScreen 3.0 - Population Characteristics https://oehha.ca.gov/calenviroscreen/population-indicators Public Health Alliance of Southern California - California Health Disadvantage Index http://phasocal.org/ca-hdi/	The Public Health Disadvantage Index includes more social equity factors, such as access to a vehicle, that are not included in the CalEnviroScreen scores.
Complete Streets Opportunity Projects	Integrates active transportation facilities into pre-existing or planned roadway or maintenance projects	10	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)	TAMC Measure X Safety & Investment Plan 5-year Capital Improvement Projects http://www.tamcmonterey.org/measure-x/programs-projects/	
Quality Facilities	Improves the quality of an existing facility with high existing usage in a way that will increase usage.	5	Yes (2 points) No (1 point)		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.