



REGIONAL ACTIVE TRANSPORTATION PLAN

Criteria for Identifying Project Priority Categories

Improvements to the regional pedestrian and bicycle networks were evaluated to understand impacts on access to destinations (access), increasing access for underserved populations (equity), and safety. The measures listed below were used to sort projects into four prioritization categories.

Table 1: Criteria and Measures for Grouping Projects into Outcome Categories

Criteria		Measure
<u>Completing the Regional Active Transportation Network</u>	Pedestrian	Project is located on the regional pedestrian network. Priority is given to projects that complete Pedestrian Parkways and Districts.
	Bicycle	Project is located on the regional bicycle network. Priority is given to projects that complete Bicycle Parkways and Districts.
<u>Access to destinations, including transit, via walking and bicycling.</u>	Pedestrian	Project is on a corridor, trail or district where access to essential destinations within a one mile walk is increased for a high number of people.
	Bicycle	Project is in a cycle zone with a high number of bicycle trips.
		Bicycle route has high modeled volumes. Project is in a cycle zone with high bicycling potential.
<u>Equity. Access to destinations, including transit, via walking and bicycling for low income, minority, disabled, non-English speaking, youth and elderly populations.</u>	Pedestrian	Project is on a corridor, trail or district with above average share of underserved populations.
	Bicycle	Project is in a cycle zone with above average share of underserved populations
<u>Safety. Increased safety of the pedestrian and bicycle network.</u>	Pedestrian	Project provides separation/protection from traffic or overcomes a barrier to travel
	Bicycle	Project provides separation/protection from traffic or overcomes a barrier to travel
<u>Increased Activity. Increased levels of bicycling and walking.</u>	This criterion is addressed by the access criterion. Increase in bicycling trips was measured using the bicycle modeling tools. The transportation modeling tools indicate an increase in walking in the region; the potential for increased walking activity is assumed with the increase in access to destinations.	

Pedestrian outcome categories

The Pedestrian Network Analysis evaluated the impact of improvements to regional pedestrian corridors, districts and trails for increasing access, equity and safety. The results of the evaluation were used to group the Pedestrian Parkways and districts and trails into outcome categories. Outcome categories are one way to understand the potential outcomes of improvements in different parts of the region using the criteria of **access, equity, safety and increased activity**.

Within the outcome categories pedestrian project that provides separation from traffic and/or removes a barrier, such as crossing a busy street, are considered to improve pedestrian safety. Increasing access for a high number of people in areas with essential destinations within walking distance is assumed to have the potential to increase walking activity.

The outcome categories and the areas they identify provide *broad brush* guidance for implementing the regional active transportation network.

Prioritization of projects

For the purposes of the Regional Active Transportation Plan, the recommended list of projects is prioritized using the outcome categories, with projects falling into category one being the highest priority. All projects included in the Regional Active Transportation Plan project list must be on the regional active transportation network. Other criteria, such as cost and feasibility are not considered in the prioritization.

Outcome categories

Category 1 areas - equity, improved access for the highest number of people and safety

Projects in these areas have the potential to increase access to destinations for underserved populations, increase access to destinations for a *high number* of people, thus having the potential to greatly increase levels of walking for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Category 2 areas -improved access for the highest number of people and safety

Projects in these areas primarily have the potential to increase access to destinations for a *high number* of people, thus having the potential to greatly increase levels of walking for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Category 3 areas - equity

Projects in these areas primarily increase access to destinations for areas with above average underserved populations and have the potential to increase levels of walking for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Category 4 areas- improving access and safety

Projects in these areas increase access to destinations and have the potential to increase levels of walking for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Table 2: Pedestrian Outcome Categories and Criteria

	Criteria
Category 1	Project is on a Pedestrian Parkway or Pedestrian District; AND Project is in a corridor, trail or district with above average % of underserved populations; AND Project is in a corridor, trail or district where improvements increase access for a high number of people; AND Project provides separation from traffic or overcomes a barrier.
Category 2	Project is on a Pedestrian Parkway or Pedestrian District; AND Project is in a corridor, trail or district where improvements increase access for a high number of people; AND Project provides separation from traffic or overcomes a barrier.
Category 3	Project is on a Pedestrian Parkway or Pedestrian District; AND Project is in a corridor, trail or district with above average % of underserved populations; AND Project provides separation from traffic or overcomes a barrier.
Category 4	Project is on the Regional Pedestrian Network ; AND Project is in a corridor, trail or district where improvements increase access; AND Project provides separation from traffic or overcomes a barrier.

Bicycle outcome categories

The Regional Bicycle Evaluation evaluated improvements to the regional bicycle network for increasing access, equity and safety. The results of the evaluation were used to group cycle zones and Bicycle Parkways into outcome categories. Outcome categories are one way to understand the potential outcomes of improvements to the bicycle network in different parts of the region using the criteria of **access, equity, safety and increased activity**.

Within the outcome categories bicycle projects that provides separation from traffic and/or removes a barrier, such as crossing a busy street, are considered to improve safety. The Bicycle Network Evaluation found that in areas with dense population, jobs and destinations and where density and connectivity of the bicycle network was improved that bicycling activity also, in general, increased. Increased access is measured by increased levels of bicycling activity.

The outcome categories and the areas they identify provide *broad brush* guidance for implementing the regional active transportation network.

Prioritization of projects

For the purposes of the Regional Active Transportation Plan, the recommended list of projects is prioritized using the outcome categories, with projects falling into category one being the highest priority. All projects included in the Regional Active Transportation Plan project list must be on the regional active transportation network. Other criteria, such as cost and feasibility are not considered in the prioritization.

Outcome categories

Category 1 areas - equity, improved access for the highest number of people and safety

Projects in these areas have the potential to increase access to destinations for underserved populations, increase access to destinations for a *high number* of people, thus having the potential to greatly increase levels of bicycling for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Category 2 areas -improved access for the highest number of people and safety

Projects in these areas primarily have the potential to increase access to destinations for a *high number* of people, thus having the potential to greatly increase levels of bicycling for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Category 3 areas - equity

Projects in these areas primarily increase access to destinations for areas with above average underserved populations and have the potential to increase levels of bicycling for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Category 4 areas- improving access and safety

Projects in these areas increase access to destinations and have the potential to increase levels of bicycling for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Table 3: Bicycle Project Outcome Categories and Criteria

	Criteria
Category 1	<p>Project is on a Regional Bicycle Parkway or District ; AND Project is in a cycle zone with above average % of underserved populations; AND Project is in a cycle zone with high bicycling activity; OR Project is in a cycle zone with high bicycling potential; OR Project is identified as a high usage route; AND Project provides separation from traffic or overcomes a barrier.</p>
Category 2	<p>Project is on a Regional Bicycle Parkway or District; AND Project is in a cycle zone with the highest bicycling activity; OR Project is in a cycle zone with high bicycling potential AND Project provides separation from traffic or overcomes a barrier.</p>
Category 3	<p>Project is on a Regional Bicycle Parkway or District; AND Project is in a cycle zone with above average % of underserved populations; AND Project provides separation from traffic or overcomes a barrier.</p>
Category 4	<p>Project is on the Regional Bicycle Network; AND Project is in a cycle zone with medium-low bicycling activity; OR Project is in a cycle zone with medium-low bicycling potential AND Project provides separation from traffic or overcomes a barrier.</p>