

Marin County Nonmotorized Transportation Pilot Program

Countywide Project Ranking Criteria, Version 2

January 25, 2007

Note: This criteria will be used within each countywide project category to select projects.

1. Impact in Achieving Modal Shift

Expected to affect modal shift:

- Increased bicycling and walking
- Decreased motor vehicle usage
- Increased public transportation usage

Potential measurements:

- A. Projected level of use (low, medium, high) [100%]

2. Complements Proposed Transportation Network by Providing Needed Support Facilities

Provides necessary addition to existing pedestrian and bicycle systems:

- Is on existing/proposed pedestrian and bicycle network
- Addresses an existing deficiency for bicyclists and pedestrians
- Is located close to public transportation network

Potential measurements:

- A. Is on the existing/proposed primary bicycle system or major pedestrian activity area [70%]
B. Connects to or is close to transit stops and multi modal facilities [30%]

3. Ability and Timeliness of Implementation

Certainty and timeliness of completion:

- Support of agency with jurisdiction over facility, including willingness to maintain capital project when complete
- Collaborate process and support of public
- Status of planning and/or design
- Right-of-way availability

Potential measurements:

- A. Local agency supports development and commits to maintenance [100%]

4. Benefit-to-Cost Determination

Subtotal score of above criteria divided by Project or Program cost

Potential measurements:

- A. Total score of Project divided by Pilot Program contribution. Projects or Programs in lowest 20% receive X points, next lowest 20% receive fewer points, next 20%

receive even fewer points, next 20% receive even fewer points, and last 20% receive no points. [100%]

100 **Total**