

# Marin County Nonmotorized Transportation Pilot Program

## Ranking Criteria

### 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:*

- Number of schools, parks and neighborhood commercial centers within one-half mile of project*
- Number of multi-modal transit centers, employment centers and colleges within one-half mile of project*
- Existing motor vehicle traffic levels in project area, e.g., corridor*
- Level to which project directly serves high-density land uses*
- Projected level of multi-modal use*
- Level of support (public, organizations, agencies)*

### 2. Completes a Portion of the Transportation Network by Providing Connectivity and Access

Provides necessary addition to existing pedestrian and bicycle systems:

- Connects to existing pedestrian and bicycle network
- Closes gaps in pedestrian and bicycle network
- Connects to public transportation network

*Potential measurements:*

- Provides a new connection that does not currently exist*
- Provides a new connection on a major regional or countywide route*
- Connects to a multi-modal station*
- Provides new pedestrian connection in high-density commercial or employment areas; current system is discontinuous, has obstacles or gaps, and/or has significant physical or traffic barriers*

### 3. Improves Safety

Minimizes conflict points along route:

- Pedestrian or bicycle crash history or likelihood
- Traffic volumes and speeds
- Lack of usable space

*Potential measurements:*

- Number of recorded collision reports*
- Public comments*
- Observations by consultant team*
- Observations by local agency staff and/or police department*

**4. 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*
- B. *Feasibility and/or preliminary engineering completed*
- C. *Proven effectiveness of program elsewhere*

**5. Unique Opportunity to Achieve NMPP Goals**

Project or Program provides:

- Unique opportunity to achieve NMPP objectives
- Potential for leveraging other funds, programs, projects, initiatives or events

*Potential measurements:*

- A. *Project is already approved, programmed, and at least 80% funded*
- B. *Program is already underway locally or agency/organization is ready and able to oversee and manage it*
- C. *Other unique opportunity*

**6. Ability to Provide Measurable Results**

Ability to provide measurable before and after results

*Potential measurements:*

- A. *Proven record of this type of Project or Program to provide measurable changes in mode shift, especially Programs, from 'Innovative/Unproven' to 'Proven/Established'*

**7. Benefit-to-Cost Determination**

Subtotal score of above criteria divided by Project or Program cost

*Potential measurements:*

- A. *Total score of Project or Program divided by estimated cost. 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 Total**