

# Marin County Nonmotorized Transportation Pilot Program

## Countywide Project Ranking Criteria

February 27, 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 [50%]  
B. Connects to or is close to transit stops and multi modal facilities [50%]

### 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 [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**