

# Growing Transit Communities Plan



## Prioritization Methods and Tools:

### 1. Active Trans Priority Tool

National Cooperative Highway Research Program (NCHRP) Report 803: Pedestrian and Bicycle Transportation Along Existing Roads—Active Trans Priority Tool. This tool and guidance will help score and prioritize improvements to pedestrian and bicycle facilities.

### 2. Pedestrian Network Analysis

Develop a routable pedestrian network model in Geographic Information System (GIS) mapping software to do a pedestrian network analysis. This will enable us to better understand the convenience, connectivity and access benefit for sidewalk & crossing projects.

### 3. Considerations for Placing Projects in Priority Tiers

Incorporate additional considerations for placing project into three priority tiers, including more qualitative factors.

## Criteria for Evaluating and Scoring Candidate Projects in the Active Trans Tool

	Criteria	Active Trans Category	Types of Measures	Data Source	What Counts	Analysis Buffers
1	Transportation Safety	Safety	Crash history	State crash data points	# of Ped and Bike fatalities (double weight), Serious Injuries (double weight), All Injuries	# within 250 ft radius buffer
			High Crash Network	Vision Zero analysis layer	On a High Crash Corridor	Y/N: 100 ft radius buffer
			High Crash Intersection	Vision Zero analysis layer	Near High Crash intersection	250 ft radius buffer
			Crash risk factors	Vision Zero analysis layer	Crash Factor Average Score	250 ft radius buffer

	<b>Criteria</b>	<b>Active Trans Category</b>	<b>Types of Measures</b>	<b>Data Source</b>	<b>What Counts</b>	<b>Analysis Buffers</b>
2	<b>Improves Access to Transit</b>	<b>Access to Transit</b>	Proximity of project to bus stop or MAX line and ability to improve access to the stop.	TriMet transit stop layer	# of bus and MAX stops	250 ft radius buffer
			Average Daily MAX and Bus Ridership (Weekly average ons/offers at nearby bus stop)	TriMet 2015 Passenger Census	# of ons and offs	250 ft radius buffer
			Monthly Average Bus Ramp Deployment	TriMet 2015 Passenger Census	# of ramp deployments	250 ft radius buffer
3	<b>Proximity to Essential Destinations</b>	<b>Demand</b>	Number of nearby essential destinations. Community Centers (GIS Enterprise Layers), Grocery Stores (GIS Enterprise Layers), Clinics (see email from Neil), and Hospitals (GIS Enterprise Layers), Parks (GIS Enterprise Layers), and Schools (GIS Enterprise Layers)	GIS Enterprise Layers	# of destinations	500 ft buffer
4	<b>Equity. Serves Transportation Disadvantaged People and Vulnerable Roadway Users</b>	<b>Equity</b>	<ol style="list-style-type: none"> <li>1. Minority population</li> <li>2. Low-income population</li> <li>3. Limited English Proficiency (LEP) population</li> <li>4. Senior population</li> <li>5. Youth population</li> <li>6. People with disabilities</li> <li>7. Limited vehicle access households</li> <li>8. Low and medium wage jobs</li> <li>9. Affordable housing units</li> <li>10. Key retail/human/social services</li> </ol>	TriMet's Transit Equity Index/ Communities of Concern	Average Score for Intersecting Census Tracts	
5	<b>Identified in a Plan or Prioritized Previously</b>	<b>Stakeholder Input</b>	In the Portland Transportation System Plan (TSP), Bicycle Plan 2030, Pedestrian Master Plan, East Portland In Motion (EPIM), Eastside Station Areas Plan, etc.		Number of plans	

	Criteria	Active Trans Category	Types of Measures	Data Source	What Counts	Analysis Buffers
6	<b>Network Connectivity Benefit/ Convenience</b>	<b>Connectivity</b>	Increases convenience, connectivity and access. Reduces out of direction travel along streets and reduces delay waiting to cross streets.	Pedestrian Network Analysis	Increase in access from all addresses to all addresses through reduced impedance.	½ mile buffer
			Scoring bikeway projects: Increase connectivity for cycling.	Methodology: <u>3 points</u> if it fills a major network gap, particularly if it crosses a major barrier (like a freeway) or completes a couplet (SE Washington is the main example) <u>2 points</u> if it fills a network gap but there are other available routes (no major barriers) <u>1 point</u> if it is addressing a deficiency in existing facilities		
7	<b>Improves Transit Service and Operations</b>	<b>Transit Ops</b>	Reduces delay to buses.		# of recognized delays	
8	<b>Public Support</b>	<b>Stakeholder Input</b>	Based on public comment during the planning process.		# of public comments about need or support	
9	<b>Serve the most people nearby</b>	<b>Demand</b>	Forecasted Housing Density in 2035		# of Units	1000 ft radius buffer
			Forecasted Job Density in 2035		# of Jobs	1000 ft radius buffer
	<b>Personal Security</b>	<b>Discontinued – Not scored in this analysis</b>	<i>Crime report history from Portland Police Bureau</i>	<i>Crime data points</i>	<i>Number of crime reports near bus stop</i>	<i>100 ft radius buffer</i>
			<i>Reports of locations with unsafe activity, reported to TriMet, Police or PBOT (if data is available)</i>	<i>Ask TriMet for data</i>		

## Proposed Criteria Weighting Scenarios

Double weight of the following criteria in the Active Trans Priority Tool.

### Scenario 1:

No weighting

### Scenario 2:

Informed by what was most important to the CAG, Open House and other in-person targeted outreach. Endorsed by the CAG.

- Safety
- Access to Transit ('Demand' in the Active Trans Tool)
- Equity

## Considerations for Placing Projects in Priority Tiers

1	<b>Active Trans Priority Tool Score</b>	Quantitative analysis with numerical score based on criteria discussed above.
2	<b>Community / Political Support</b>	Is the project a very high priority for communities along the corridor and/or their elected representatives?
3	<b>Funding Opportunities</b>	Does the project have clearly identified potential opportunities for funding, and meet the criteria for those opportunities?
4	<b>Cost Considerations</b>	Is the project a relatively low-cost improvement that could be funded and built in the next five to ten years and could be reasonably tied to transit service levels?
5	<b>Technical Feasibility</b>	Are there fatal flaws? What is the degree of technical feasibility and complexity? What is the degree of impacts?
6	<b>Bundling</b>	Are projects closely related so that it makes sense to bundle projects together?