

Appendix C. Prioritization Criteria

This appendix provides the revised prioritization used in the existing Clark County sidewalk infill program, and the Plan prioritization.

Project Prioritization Used in the Plan

The Bicycle and Pedestrian Advisory Committee developed evaluation criteria for bicycle and pedestrian projects that are connected to the plan’s vision statement. Additionally, Clark County Public Health suggested that additional criteria on health and equity be included. This recommendation was drafted as part of a Health Impact Assessment of the plan, and will be revisited later in the HIA process. Based on committee input and health concerns, Public Health recommends that the criteria shown in Table 50 be considered for adoption.

It should be noted that the purpose of this exercise is to understand the relative priority of the projects so that the County may apportion available funding to the highest priority projects. Medium- and long-term projects are also important, and may be implemented at any point in time as part of a development or public works project. The ranked lists should be considered a “living document” and should be frequently reviewed to ensure they reflect current Clark County priorities.

Table 50. Project Criteria

Criteria	Comments
Closing Gaps	To what degree does the project fill a missing gap or overcome a barrier in the current system? Does it improve significant crossings?
Safety & Comfort	Can the project improve walking and bicycling conditions at locations with perceived or documented safety issues? Does the project make cycling and walking appealing to all users?
Access & Mobility/Land Use	How many user generators does the project connect within a reasonable walking or cycling distance? Are adjacent land uses supportive of walking and bicycling? To what degree will the project generate users?
Multi-modal Connections	To what degree does the project integrate walking and cycling into the existing transit system? Does the project enable the use of multiple active transportation modes?
Implementation	What is the ease of implementation? Is funding available? Is additional right-of-way required? Are negotiations required over parking availability, signage, etc.?
Community Benefit	To what degree does the project offer potential benefits to the regional community by offering opportunities for increased connectivity to parks, natural scenic beauty, and activity centers?
Health Outcomes	To what extent does the project increase physical activity, regardless of travel purpose? To what extent does the project improve other determinants of health?

Criteria Measurement

Each evaluation criterion was assigned a range of points, with the number of potential points reflecting the criterion's relative importance (based on input from County staff and the public). Objective measurements of each criterion were developed as shown in

Table 51.

Table 51. Project Criteria and Scoring

Criteria	Possible Scores	Measurement
Closing Gaps	25	Project within a 1/8 mile of existing bicycle or pedestrian facilities
	18	Project within a 1/4 mile of existing bicycle or pedestrian facilities
	15	Project within a 1/2 mile of existing bicycle or pedestrian facilities
	12	Project provides partial connection where no other facilities exist
	1	Project does not connect to the existing system or provide network coverage
Safety & Comfort	15	Off-street facilities separated from roadways
	10	Off-street facilities within the roadway right-of-way
	12	On-street lower order roadway
	8	On-street, urban collector, rural collector, or state route
	6	On-street, minor or major arterial roadway
Access & Mobility/ Land Use	10	Within 1/8 of retail (city center, community/ neighborhood/ regional commercial, employment campus, mixed-use, or rural centers), a school, or high-density residential (MF 18 units/acre, R1-5, or R1-6) lands.
	7	Project within ¼ mile of supportive land uses
	4	Project within ½ mile of supportive land uses
	1	Project not close to supportive land uses
Multi-modal Connections	15	Project within 1/8 mile of C-TRAN service area and existing trail
	10	Project within ¼ mile of C- TRAN service area or existing trail
	5	Project within ½ mile of C- TRAN service area or existing trail
	1	Project not close to C- TRAN service area or existing trail
Implementation	5	Bike lane inventory identified sufficient space for a bike route
	4	Other on-street facility (additional review required)
	3	Off-street facility, county-owned right-of-way
	1	Other off-street facility
Community Benefit*	10	Project within 1/8 mile of schools, parks and open space
	8	Project within ¼ mile of schools, parks and open space
	4	Project within ½ mile of schools, parks and open space
	1	Project not close to schools, parks and open space
Health Outcomes	20	Project is in block group with unfavorable social determinants of health and high walkability potential, project improves connectivity, and project involves low-speed/low-traffic designs
	Less than 20	See discussion of Health Outcomes criterion scoring following

* Commercial and downtown centers considered in Access & Mobility/Land Use criterion.

Health Outcomes Criterion Scoring

The 20 points allocated for the “Health Outcomes” criteria were distributed using the following methodology, as recommended by Public Health. The methodology assigns point values based on the project’s ability to improve health outcomes, particularly through encouraging physical activity. The strength of evidence supporting the criteria was also considered, with more weight given to strategies that are supported by extensive evidence.

Table 52. Summary of Health Outcomes Points

Factor	Possible Score
Socioeconomic status	10 points
Walkability potential	4 points
Connectivity	5 points
Low-stress facilities	1 point

Socioeconomic Status: 10 points

Description: Project is located in a block group with unfavorable social determinants of health

Measure: Percent of block group population living in poverty based on census data.

Points: See Table 53.

Table 53. Socioeconomic Status Points

Quintile	Points
1 (Lowest poverty block groups)	0
2	2
3	5
4	7
5 (Highest poverty block groups)	10

Evidence: Health outcomes improve as socioeconomic status increases (Commission on Social Determinants of Health, 2008). Availability of physical activity increases with socioeconomic status, while risk of obesity decreases (Powell, Frank, & Chaloupka, 2004).

Walkability Potential: 4 points

Description: Project adds infrastructure in areas with high walkability potential

Measure: The walkability index is based on connectivity, land use mix (destinations), retail FAR, and density. Projects in locations at or above the

60th percentile in county-wide walkability measured at the block group level received a full score.

Points: All 4 points awarded if conditions are met.

Evidence: Walkability is linked with physical activity, independently of income or self-selection (Sallis et al., 2009). Neighborhoods with higher walkability facilitate physical activity (Transportation Research Board and Institute of Medicine, 2005).

Connectivity: 5 points

Description: Project improves connectivity for active transportation modes

Measure: Eligible projects provide a new connection, improving the effective connected node ratio for active transportation modes. Additional points are available for projects in areas at or below the 40th percentile in walkability county-wide.

Points: Two points if a new connection is provided, five points if in an area with poor connectivity (walkability in the lowest two quintiles) or within one mile of a school.

Evidence: Connectivity is a strong predictor of physical activity (Sallis et al. 2009; Dill, 2004).

Low-stress facilities: 1 point

Description: Project involves low-speed/low-traffic designs

Measure: Eligible projects include off-street paths not adjacent to roadways, sidewalks on lower-order streets (collectors or local streets), and on-street projects on local roadways.

Points: Awarded if conditions are met.

Evidence: Cyclists go out of their way to use these facilities, indicating that they have potential to attract new users (Dill, 2009). Low speed designs are safer for users (Pucher and Dijkstra, 2003).

PROPOSED 2010 Sidewalk Rating Criteria

Clark County's Sidewalk Program facilitates construction of small infill or 'gap' projects not associated with new development or capital road projects. The following criteria are used to evaluate the potential benefits of a suggested sidewalk and prioritize projects for construction.

Total Points Available: 95

Safety— 25 points:

1. Pedestrian accidents 10 points for any *preventable* pedestrian accident within the last 5 years. Maximum 10 points.
2. Walkable Shoulder. 5 points if no paved shoulder exists. Deduct 1 point for each foot of paved shoulder beyond 12' travel lane. Maximum 5 points.
3. Impaired visibility: 5 points if sight distance is impaired by vertical hills or horizontal curves. Maximum 5 points.
4. Road Classification: 5 points if road is functionally classified as a principal arterial. 4 points: minor arterial. 3 points: collector. 2 points: neighborhood circulator. 1 point: local access.

Access and Mobility— 40 points

Points are available if proposed sidewalk is adjacent to or connected to public accommodations below by an ADA-accessible path. Pedestrians are not blocked by railroads, arterials, freeways, waterways or other barriers within ½ mile or distance stated.

1. Transit: 5 points: **Both** C-Tran and school bus stops. 2.5 points for C-Tran or School bus stops. Maximum 5 points
2. Household density: 1 point for every 100 households within ½ mile walking distance of-proposed sidewalk. Maximum 5 points.
3. Parks / Recreation: 2.5 points per park, sports field or other outdoor recreation area (including construction-funded future parks). Maximum 5 points.
4. Schools: 2.5 points per school within 1 mile of proposed walkway. Maximum 5 points.
5. Safe Walk designation: 5 points if proposed walkway follows a school district-recommended walkway route.
6. Healthcare: (e.g. medical office) 2.5 points per facility within ½ mile. Maximum 5 points.
7. Shopping: 1 point for each location or business within ½ mile. Multi-tenant buildings count as 1 business/location. Maximum 5 points.

8. Community/Government facilities: 2.5 points per facility not already counted. (e.g., government office, library, recreational center, theater. Excludes parks, schools, healthcare, shopping). Maximum 5 points.

Feasibility— 30 pts.

1. Gap Project: 10 points if the proposed sidewalk is less than 100 linear feet. Deduct 1 point for every additional 100 linear feet to 0 points if proposal exceeds 1,000 feet.
2. Right-of-Way (ROW): 10 points if ROW is adequate for project. Deduct 1 pt for each 10% (by length) where additional property must be obtained.
3. Environmental Constraints: 5 points if no environmental impacts (i.e.: storm water) are likely. May be reduced to possible 0 points if potential impacts are severe.
4. Potential Development: 5 points if adjacent parcels are unlikely to be redeveloped within 5 years. May be reduced to possible 0 if development is pending or judged likely

Total Points Available—95 points.