

DATE: April 24, 2024

TO: Bicycle/Pedestrian Advisory Committee

FROM: Brandon Whyte, Active Transportation Planner
Ria Hutabarat Lo, Transportation Manager

VIA: Edward Arango, Acting Public Works Director

SUBJECT: **Active Transportation Plan, Scoring Criteria**

RECOMMENDATION

Review and provide feedback on the Active Transportation Plan scoring criteria.

BACKGROUND

On [January 28, 2014](#) and [November 17, 2015](#), the City Council adopted Mountain View's Pedestrian Master Plan (PMP) and Bicycle Transportation Plan (BTP), respectively.

On [November 10, 2020](#), Council directed staff to update the PMP and BTP in an integrated manner to align competing uses within public rights-of-way for key corridors within the City. Taking a more holistic approach to the development of an integrated Active Transportation Plan (ATP) allows for cohesive and efficient planning, ensuring quality transportation options for both modes of travel. Council also directed staff to incorporate considerations related to green streets and habitat corridors arising from the Biodiversity Strategy.

On [May 24, 2022](#), Council authorized the City Manager to execute a professional services agreement with NN Engineering, Inc., to develop the ATP and work began in September 2022.

Staff assembled an interdepartmental Technical Advisory Committee (TAC), which met in December 2022 to discuss the plan vision, goals, and objectives, and review the draft existing conditions analysis. On February 22, 2023, staff also convened the Active Transportation Plan Advisory Committee (ATPAC) to review the draft vision, goals, and objectives. The ATPAC is comprised of representatives from the following member organizations or bodies:

- Mountain View Bicycle/Pedestrian Advisory Committee (BPAC);
- Mountain View Youth Advisory Committee (YAC);
- Santa Clara County Public Health Department;

- Santa Clara Valley Transportation Authority (VTA);
- The Day Worker Center of Mountain View;
- Green Streets for Sustainable Communities;
- Silicon Valley Bicycle Coalition;
- Mountain View Streets for All;
- Mountain View Mobile Home Alliance;
- Mountain View Community Services Agency;
- Mountain View Chamber of Commerce; and
- Canopy.

On [February 22, 2023](#), the BPAC received an update on the ATP process and provided input on the following draft vision statement:

“The City of Mountain View will lead regionally by creating an active transportation system that strengthens the community’s access to housing, employment, schools, and other destinations.

The Active Transportation Plan will enable the City to intentionally plan with policies that support walkable and bikeable places, programs that create a culture of walking and biking, and projects that produce a connected, low-stress, and inviting active transportation network that doubles as corridors of shade, habitat, and/or public open space. This network of streets and trails will encourage biking and walking, enhance biodiversity, and reduce climate change impacts.”

BPAC members supported the concepts in the vision statement.

On [October 25, 2023](#), the BPAC also received an update on the ATP process and provided input on the existing conditions analysis. BPAC suggested reviewing practices in places where walking and biking are part of the culture and generally emphasized conditions related to:

- Ongoing bicycle and pedestrian count data collection;
- Navigating certain areas with a wheelchair, such as neighborhoods with narrow sidewalks, poles, and sidewalk obstructions;
- Effects of signal operations on people walking, specifically including no right turn on red provisions, pedestrian recall phasing, and signal phasing at freeway on-/off-ramps; and
- Issues associated with new technologies or trends such as blocking of bike lanes by delivery drivers.

BPAC input on the existing conditions analysis will be considered as projects are identified and the Draft Report is prepared. These items will be brought to the BPAC for consideration at a later date.

ANALYSIS

Selection of project scoring criteria is the next step in developing the ATP. Scoring criteria establish parameters and weights to objectively evaluate and prioritize active transportation projects identified through the ATP process. This will allow projects to be prioritized for future funding recommendations and staff resources. Staff and the consultant developed draft scoring criteria and weights based on:

- General Plan policies, Council Strategic Priorities, and ATP Guiding Principles;
- 655 public responses received from the Citywide survey during spring and summer 2023; and
- Input from the TAC and ATPAC.

The recommended criteria reflect internal review and input from the TAC on April 1, 2024, and the ATPAC on April 17, 2024. ATPAC feedback will be presented at the April 24, 2024 BPAC meeting. TAC input includes:

- Aligning definitions and parameters (such as low-income communities, major transit stops, high-quality transit corridors, and impervious surfaces) with state and regional laws and policies;
- Prioritizing safety and comfort by allocating 35% of points to this parameter;
- Highlighting the importance of access and equity, and mobility and connectivity by allocating 30% and 25% of points to these principles respectively.
- Reflecting regional laws and the City Council's strong direction on sustainability and biodiversity by maintaining 10% of points for this parameter.

Based on this input, the recommended weights of the draft scoring criteria across the four guiding principles are as follows:

- Access and Equity (30% of the score)
- Mobility and Connectivity (25%)
- Safety and Comfort (35%)
- Sustainability and Biodiversity (10%)

This weighting highlights the primary importance of safety, while balancing other guiding principles for the plan.

Draft scoring rubrics for each metric are outlined below and reflect industry standards. For each of the four guiding principles, a table is provided to outline the criteria to be met; the metric to judge these criteria; a representative score based on how the project meets the criteria; and the specific data source staff will use to determine where a project falls within the metric.

Access and Equity (30%)

The draft project scoring rubric for Access and Equity allocates scores based on whether the project is in an area with a high proportion of low-income households and fills gaps in the sidewalk network and All Ages and Abilities (AAA) bicycle network. AAA bicycle facilities are more comfortable for all types of riders, from the confident to the interested but concerned, and from the young to the old. Filling gaps in both the pedestrian and bicycle networks improves access for all members of the community, particularly the most vulnerable. As recommended by the TAC, the Access and Equity scoring rubric is displayed in Table 1.

Table 1: Project Scoring Rubric for Access and Equity

Criteria	Scoring Metric	Score	Data Source
Supports lower income residents	Project is not within a low- or low- to mid-income census tract	0	MTC EPC (ACS 5-year estimates)
	Project is within a low- to mid-income census tract defined as having more than 14% of the population below 200% of the federal poverty level (FPL).	7.5	
	Project is within a low-income census tract defined as having more than 28% of the population below 200% of FPL.	15	
Fills a gap in existing sidewalk network	Project does not close a sidewalk gap	0	GIS
	Project does close a sidewalk gap	7.5	
Fills a gap in All Ages and Abilities (AAA) bicycle network	Project does not close a gap in the AAA bicycle network	0	GIS
	Project does close a gap in the AAA bicycle network	7.5	
Maximum score		30	

Mobility and Connectivity (25%)

The draft scoring rubric for Mobility and Connectivity includes criteria focused on walking distance from key destinations within the City as outlined in the General Plan.¹ While research indicates that people are willing to walk further in environments with more walkable urban design,² a standard distance that people are willing to walk to destinations in the U.S. is one-quarter to one-half mile, equivalent to a roughly five- to 10-minute walk. Therefore, the draft project scoring rubric evaluates if a project is less than a five-minute walk from schools and other key destinations, and less than a 10-minute walk from transit stops.

Table 2: Project Scoring Rubric for Mobility and Connectivity

Criteria	Scoring Metric	Score	Data Source
Supports schoolchildren	Project is more than 5-minute walk (0.25 mile) from a school (public or private)	0	GIS
	Project is less than 5-minute walk (0.25 mile) from a school (public or private)	5	
	Project fronts a school (public or private)	10	
Supports other key destinations (commercial center, park, trail, senior center or living community)	Project is more than 5-minute walk (0.25 mile) from a key destination	0	GIS
	Project is less than 5-minute walk (0.25 mile) from a key destination	5	
	Project fronts a key destination	10	
Improves first/last mile connection to transit	Project is not within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	0	GIS
	Project is within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	2.5	
	Project is within 10-minute walk (0.5 mile) of major transit stop or high-quality transit corridor (bus or rail)	5	
Maximum Score		25	

Safety and Comfort (35%)

The draft scoring criteria for Safety and Comfort incorporates data related to historic crash patterns, pedestrian network density, pedestrian crossing distance, and community concerns

¹ See General Plan Policies LUD-4, LUD-5, LUD-7, LUD-8, MOB-5, MOB-6, POS-2, and POS-6.

² Walkable urban design includes elements such as short block lengths, complete sidewalks, protection from traffic, wayfinding cues, street orientation, shade, enclosure, ground-floor activity, visual interest, and human scale. These elements are described in Appendix E of the City's [Multimodal Transportation Analysis Handbook](#).

related to active transportation (as shown in Table 3). Historic crash data reflects locations of crashes that resulted in fatalities or severely injury (KSI). In reflection of the primacy of safety concerns, crash history has the highest weight of all items in the rubric. Additionally, block length and pedestrian crossing distance are included as these items are associated with exposure to traffic.³ Finally, data on community concerns reflects primary data from 655 community members on challenging places, challenging routes, potential places for improvement, and potential routes for improvement in relation to active transportation. As shown in Figure 2, the metric reflects a composite map of community input, which omits facilities outside of City control such as freeways and private roads.

Table 3: Project Scoring Rubric for Safety and Comfort

Criteria	Scoring Metric	Score	Data Source
Addresses community concerns	Project area has low density of composite comments (bottom third)	0	Maption-naire
	Project area has medium density of composite comments (middle third)	5	
	Project area has high density of composite comments (top third)	10	
Addresses existing (historic) crash patterns	Project area has no or low density of fatal or severe injury crashes (bottom third)	0	Crash history
	Project area has medium density of fatal or severe injury crashes (middle third)	7.5	
	Project area has a relatively high density of fatal or severe injury crashes (top third)	15	
Improves pedestrian network density	Project does not reduce pedestrian block length at all	0	Project data and GIS
	Project reduces pedestrian block length but not to less than 500'	2.5	
	Project reduces pedestrian block length to less than 500'	5	
Reduces pedestrian crossing distance	Project does not decrease width of pedestrian crossing distance	0	Project data and GIS
	Project does decrease width of pedestrian crossing distance	5	
Max. Score		35	

³ FHWA Course on Pedestrian and Bicycle Transportation
https://safety.fhwa.dot.gov/PED_BIKE/univcourse/pdf/swless16.pdf

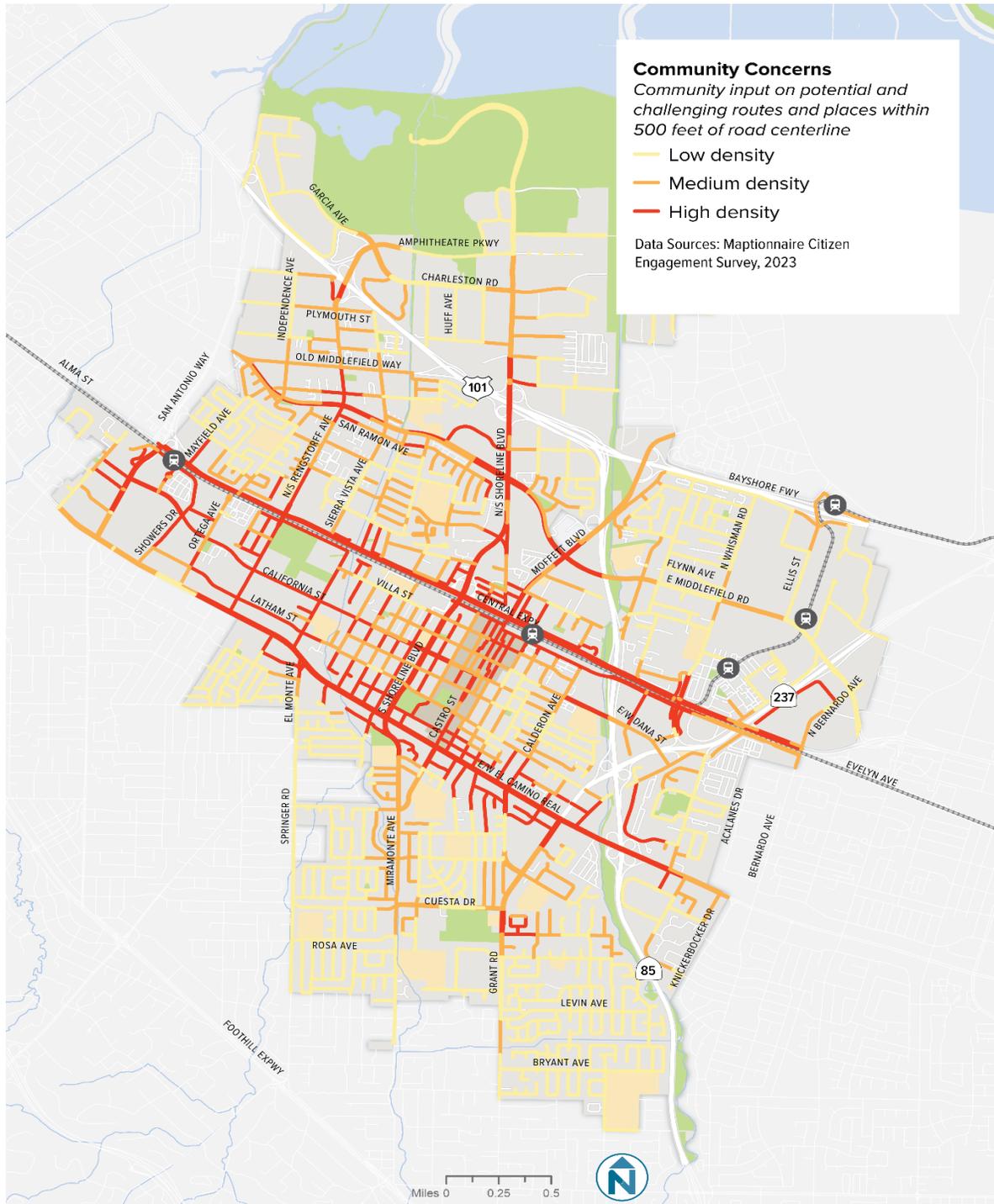


Figure 2: Map of Community Concerns Related to Active Transportation

Sustainability and Biodiversity (10%)

Creating space for green street improvements in public rights-of-way supports active transportation by reducing heat impacts and improving pedestrian and bicyclist comfort. As a result, the Sustainability and Biodiversity draft scoring criteria recognizes reductions in impervious surface area to treat runoff and increase plantings consistent with the City’s Biodiversity Strategy.

Table 4: Project Scoring Rubric for Sustainability and Biodiversity

Criteria	Scoring Metric	Score	Data Source
Reduces impervious surface area	Project does not reduce impervious surface area	0	Calculated
	Project reduces impervious surface area by up to 4%	5	
	Project reduces impervious surface area by more than 4%	10	
Max. Score		10	

Plant selection and biodiversity recommendations will be identified by the Biodiversity Strategy currently under development and other plans such as Precise Plans.

NEXT STEPS

Staff will be bringing the draft scoring criteria, with BPAC’s feedback on the recommendations, to Council for review in Q2 2024.

With these scoring criteria in place, the project team will identify ATP projects based on prior plans, existing conditions analysis, community input, and staff evaluation. Project recommendations that have not yet been implemented from the 2015 Bicycle Transportation Plan and 2014 Pedestrian Master Plan will be used as a starting point for the list of projects. Staff will also consider suggestions from members of the public (made via the ATP process and AskMV) and staff knowledge to define project recommendations and consider the feasibility of implementing improvements within limited public rights-of-way. These projects will then be scored against the final scoring criteria to create a project prioritization list. The project list, along with policy recommendations, will be the focus of the next round of public engagement scheduled for fall 2024.

BW-RHL/4/PWK/959-04-24-24M

cc: PWD(A), APWD(A)—Byrer, FM—Sandahl, PCE—Gonzales, CTE—Lopez, UFM—Hansen, SM—Ruebusch, CDO—Babcock, SA—Anderson