Active Transportation Project Prioritization Tool - ATP Cycle 5

Variables		Score	Description	Barstow and Bond Signal (Hoover High and Wolters Elem)	Princeton and West Signal (Homan Elem)	Chestnut and Weldon Signal (Ericson)	Amador and Trinity Signal (Columbia Elem)	First and Home HAWK (Mayfair Elem)	Clinton: First to Cedar Class IV/RRFB Crossing (Wishon Elem)	Dakota: Hughes to Marks Sidewalk (Roeding Elementary, Cooper & Fort Miller MS, Dewolf HS)	Church and Waldby Signal (Storey Elem)
Access and Equity				Project Score	Project Score	Project Score	Project Score	Project Score	Project Score	Project Score	Project Score
A-1	Accessibility	5	Project addresses an accessibility complaint from a person with a disability filed with the office of the ADA Coordinator.	4	4	2	2	4	4	4	4
		4	Project addresses multiple existing barriers to access identified by the City of Fresno's ADA Transition Plan for the Public Right of Way or confirmed by the ADA Coordinator.								
		2	Project address a single existing barrier to access identified by the City of Fresno's ADA Transition Plan for the Public Right of Way or confirmed by the ADA Coordinator.								
		0	Project does not address any existing barriers to access.								
A-2	Equity	18	Project is located within severely disadvantaged census tracts as determined by the CalEnviroScreen tool (score falls into 96 to 100 percentile range).	0	0	8	18	18	8	8	18
		13	Project is located within disadvantaged census tracts as determined by the CalEnviroScreen tool (score falls into 91 to 96 percentile range).								
		8	Project is located within 1/2 mile radius of disadvantaged census tracts as determined by the CalEnviroScreen tool.								
		0	Project does not provide direct access to disadvantaged community.								
A-3	Community Identified Priority	5	Identified as a high priority in the Active Transportation Plan.	4	4	5	4	5	5	5	4
		4	Identified projects on behalf of the community through means such as FresGo and 621-City, community petitions, requests to City Staff and Council Members and community based organizations.								
		3	Requested as part of a community planning process or adopted plan in the last 5 years.								
		0	Not identified through a community planning process in the last 5 years or is identified as a low priority in the Active Transportation Plan.								
A-4	Vehicle Ownership	2	The percent of households with zero automobiles in the project area is ≥ 50%.	2	0	0	0	0	0	0	0
		0	The percent of households with zero automobiles in the project area is < 50%.								
	Total:	**30**	**Total:**	**10**	**8**	**15**	**24**	**27**	**17**	**17**	**26**

Active Transportation Project Prioritization Tool - ATP Cycle 5

Variables		Score	Description	Barstow and Bond Signal (Hoover High and Wolters Elem)	Princeton and West Signal (Homan Elem)	Chestnut and Weldon Signal (Ericson)	Amador and Trinity Signal (Columbia Elem)	First and Home HAWK (Mayfair Elem)	Clinton: First to Cedar Class IV/RRFB Crossing (Wishon Elem)	Dakota: Hughes to Marks Sidewalk (Roeding Elementary, Cooper & Fort Miller MS, Dewolf HS)	Church and Waldby Signal (Storey Elem)
Connectivity				**Project Score**	**Project Score**	**Project Score**	**Project Score**	**Project Score**	**Project Score**	**Project Score**	**Project Score**
C-1	**Connectivity to Existing Network**	**3**	Fills a network gap between any two existing bicycle or pedestrian facilities.	3	3	3	3	3	3	3	3
		2	Connects with one existing bicycle or pedestrian facility.								
		0	Provides no connections to existing bicycle or pedestrian facilities or is immediately adjacent to existing and equivalent alternative path of travel.								
C-2	**Connectivity to Schools**	**15**	Provides direct access to two or more K-12 schools within 1/4 mile radius of the project.	12	15	12	12	12	15	15	12
		12	Provides direct access to one K-12 school within 1/4 mile radius of the project.								
		9	Provides direct access to two or more K-12 schools within 1/2 mile radius of the project.								
		6	Provides direct access to one K-12 school within 1/2 mile radius of the project.								
		0	Does not provide access to a K-12 school.								
C-3	**Connectivity to Public Transit**	**4**	Located within 1/2 mile of public transportation including: FAX, Amtrak, Greyhound or High Speed Rail station.	4	4	4	0	4	4	4	0
		0	Does not provide direct access to public transit.								
C-4	**Connectivity to Parks**	**4**	Project is located within 1/4 mile of an existing park.	4	4	2	4	2	4	4	4
		4	Project is <u>not</u> located within 1/2 mile of a park and is located within a community where for every 1,000 residents there are 1.02 acres of parkland or less.								
		2	Project is located within 1/2 mile of an existing park.								
		0	Project is not located near existing parks.								
C-5	**Connectivity to Key Destinations** - excludes schools & parks	**4**	Located within 1/4 mile of grocery store, health provider, civic center, large employment center or other regional destination.	3	4	3	4	4	4	4	4
		4	Project is <u>not</u> located within 1 mile of grocery store, health provider, civic center, large employment center or other regional destination.								
		3	Located within 1/2 mile of grocery store, health provider, civic center, large employment center or other regional destination.								
		0	Does not directly provide access to an activity center.								
C-6	**Connectivity to Future Network**	**2**	Fills a bikeway network gap between an existing and a funded near term (5 years) proposed facility of any type.	0	0	0	0	0	2	0	0
		0	Does not provide access to an existing bikeway or shared use paths.								

Active Transportation Project Prioritization Tool - ATP Cycle 5

Variables		Score	Description	Barstow and Bond Signal (Hoover High and Wolters Elem)	Princeton and West Signal (Homan Elem)	Chestnut and Weldon Signal (Ericson)	Amador and Trinity Signal (Columbia Elem)	First and Home HAWK (Mayfair Elem)	Clinton: First to Cedar Class IV/RRFB Crossing (Wishon Elem)	Dakota: Hughes to Marks Sidewalk (Roeding Elementary, Cooper & Fort Miller MS, Dewolf HS)	Church and Waldby Signal (Storey Elem)
C-7	Regional Significance	1	Provides connectivity within 1/4 mile of regional network in one or more neighboring jurisdiction(s).	0	0	0	0	0	1	0	0
		0	Project provides no direct connectivity to a neighboring jurisdiction's network.								
C-8	Place Type	2	Anchored place type - location efficiency factors will increase over time; land use supports high levels of non-motorized travel and transit use.	2	2	2	0	2	2	2	0
		0	Transitional place type - location currently "evolving", likelihood of future development of the adjacent property.								
	Total:	**35**	**Total:**	**28**	**32**	**26**	**23**	**27**	**35**	**32**	**23**
Traffic Control, Mode Shift and User Comfort				**Project Score**	**Project Score**	**Project Score**	**Project Score**	**Project Score**	**Project Score**	**Project Score**	**Project Score**
T-1	Bicycle or Pedestrian Collisions	20	One fatality reported within 1/4 mile of project area in the last five years AND the proposed project provides countermeasures appropriate to collision type as determined by the Local Roadway Safety Manual.	0	0	0	0	8	20	0	0
		15	Three or more bicycle or pedestrian related collisions reported with 1/4 mile of proposed project area in the last five years AND the proposed project provides countermeasures appropriate to collision type as determined by the Local Roadway Safety Manual.								
		10	Two bicycle or pedestrian related collisions reported within 1/4 mile of proposed project area in the last five years AND the project provides countermeasures appropriate to collision type as determined by the Local Roadway Safety Manual.								
		8	One bicycle or pedestrian related collision reported within 1/4 mile of proposed project area in the last five years AND project provides countermeasures appropriate to collision type as determined by the Local Roadway Safety Manual.								
		0	Proposed path that did not experience any bicycle or pedestrian related collisions within 1/4 mile of the project area in the last five years AND/OR the proposed project does not provide countermeasures appropriate to collision type(s) as determined by the Local Roadway Safety Manual.								
T-2	Project Type	4	Project is ≥ 1 mile in length for Class II or IV facilities or project is ≥ 1/2 mile for Class I or sidewalk facilities or project creates a controlled crossing.	4	4	4	4	4	4	0	4
		0	Project does not meet above project type criteria.								

Active Transportation Project Prioritization Tool - ATP Cycle 5

Variables		Score	Description	Barstow and Bond Signal (Hoover High and Wolters Elem)	Princeton and West Signal (Homan Elem)	Chestnut and Weldon Signal (Ericson)	Amador and Trinity Signal (Columbia Elem)	First and Home HAWK (Mayfair Elem)	Clinton: First to Cedar Class IV/RRFB Crossing (Wishon Elem)	Dakota: Hughes to Marks Sidewalk (Roeding Elementary, Cooper & Fort Miller MS, Dewolf HS)	Church and Waldby Signal (Storey Elem)
T-3	Potential for Mode Shift and Greenhouse Gas Reduction	7	Greatest greenhouse gas reduction benefits anticipated, ADT on immediately adjacent corridor ≥ 24,000 vehicles.	6	6	6	4	6	6	0	4
		6	Greenhouse gas reduction benefits anticipated, current ADT on immediately adjacent corridor <24,000 to 12,001 vehicles.								
		4	Greenhouse gas reduction benefits anticipated, current ADT on immediately adjacent corridor ≤12,000.								
		0	Greenhouse gas reduction benefits negligible, current ADT on immediately adjacent corridor ≤1000 to vehicles.								
T-4	Location Efficiency: Population Density	4	Population ≥ 30,000 within 1/2 mile radius of proposed project.	1	1	1	1	1	2	2	1
		3	Population ≥ 20,000 within 1/2 mile radius of proposed project.								
		2	Population ≥ 10,000 within 1/2 mile radius of proposed project.								
		1	Population > 1,000 to 9,999 within 1/2 mile radius of proposed project.								
		0	Population ≤ 1,000 within 1/2 mile radius of proposed project.								
	Total:	**35**	**Total:**	**11**	**11**	**11**	**9**	**19**	**32**	**2**	**9**
	Total Points Available:	**100**	**Grand Total Score(s):**	**49**	**51**	**52**	**56**	**73**	**84**	**51**	**58**
			Adopted by Council - March 2, 2017								