

Siskiyou County
Active Transportation Plan

Appendix D

Prioritization Methodology



To: Melissa Cummins, SCLTC
From: Alta Planning + Design
Date: October 9, 2024
Re: Siskiyou County Active Transportation Plan: Project Prioritization

Project Prioritization

This memo outlines the methods that the project team will use to prioritize projects included in the Siskiyou County Active Transportation Plan. In all transportation plans, prioritizing projects is a critical step before implementation because it allows roadway authorities to determine the order in which improvements should be made, as funding is available. Outlining the prioritization process before the project list is finalized allows for greater transparency and alignment with community priorities.

Project Vision and Goals

The metrics that will be used for prioritizing projects stem directly from the vision and goals of the Siskiyou County Active Transportation Plan:

Vision:

Siskiyou County envisions a safe, healthy, and economically vibrant rural region that provides its residents and visitors with accessible and convenient transportation options linking people, communities, businesses, and scenic destinations. Investing in important improvements such as new sidewalks, trails, and crosswalks makes it increasingly safe, easy, and enjoyable for people of all ages and abilities to walk, bike, take the bus, drive, or roll in a wheelchair to get where they need to go.

Goals:

1. **Multimodal Connectivity.** In each community, and between communities where feasible, identify and develop a well-connected network of on- and off-street walkways, trails, and bikeways that meets the needs of residents, commuters, and recreational users of all ages, abilities, and skill levels.
2. **Safety and Comfort.** Invest in connected and convenient transportation infrastructure for all modes, with a focus on improving safety and options for people walking, rolling, and biking.
3. **Healthy and Just Communities.** Better options for walking and biking encourage active lifestyles and health. Focus active transportation improvements in areas with high numbers of people without access to a vehicle or other equity-priority areas.

4. **Resilient System.** Increased, varied transportation options can provide safer evacuation routes during emergencies. All improvements must be designed to function well in the winter with snow on the ground.
5. **Community Development.** Investments in transportation infrastructure are the backbone of an economically thriving community.
6. **Implementation.** Take practical steps to leverage state and federal dollars and collaborate with local communities to build projects from this plan.

Prioritization Methodology

The proposed methodology for prioritizing projects is intended to be a repeatable, objective, and transparent process to assess the proposed improvements in the Siskiyou County Active Transportation Plan. The prioritization process will result in lists of highest scoring to lowest scoring projects for both incorporated cities and countywide.

Step 1: Score projects

Score each project using the metrics in Table 1 below.

Table 1. Scoring Criteria

Criteria	Description	Metric	Score
Connectivity	Projects that work to overcome barriers for people walking and biking along or across major roadways.	Project is located on a Caltrans roadway.	1
		Project is not located on a Caltrans roadway.	0
Safety	Projects in areas with higher-than-average crash rates into people walking and biking.	Project is located on a street segment with higher-than-average crashes into people biking and walking (index threshold above 0.31)	1
		Project is located on a street segment with lower-than-average crashes into people biking and walking (index threshold below 0.31)	0
Disadvantaged Area	Projects in areas with lower median household incomes.	Project is located in a tract whose median household income is in the lowest 20 th percentile for the County.	1
		Project is not located in a tract whose median household income is in the lowest 20 th percentile for the County.	0
Community Development	Projects that are close to schools, downtown business districts, and recreation sites (includes parks)	The project is located within 500ft of any of these places.	1
		Project is not located within 500ft of any of these locations.	0

Criteria	Description	Metric	Score
Public Input Projects described as community priorities during public outreach (site visits and online survey responses)		Project was identified as a priority during the site visit or in the survey.	1
		Project was not identified as a priority during the site visit or in a survey.	0

Next, assign an overall score to each project based on the sum of the scores for each metric. Then rank projects based on their overall score from highest to lowest.

Step 2: Estimate Costs

Cost estimates will be assigned to each project based on the per-unit costs (\$/ft., \$/unit) of the proposed improvements. For example, the latest estimates for the per-foot cost of sidewalk constructed in California will be multiplied by the length of the proposed sidewalk.

Step 3: Develop Project Lists

The prioritization process will allow projects to be grouped in multiple ways because each project will be assigned an overall score and also contain information on location and cost. Priority short-term projects include high-scoring projects that are lower in cost, while priority long-term projects include high-scoring projects that are higher in cost.

Disclaimers

- This process prioritizes projects, not locations.
- The type of project does not affect its score (pedestrian vs. bike).