



STARTING
STRONG
IS GOOD.
FINISHING
STRONG IS
EPIC.

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APPENDIX B

NETWORK INDICATORS

INDICATOR CRITERIA

Indicator Criteria

To ensure that projects created regional connectivity and forwarded the goals set out in the B-ACTIVE Plan, the entire network underwent a strategic vetting process. The approach to vetting the network involved analyzing the network in terms of “indicators,” or scores. Scoring the entire network showed how each project contributes towards achieving the Plan’s larger goals. Each project was assessed for all of the indicator criteria and given a score of zero to one for each criteria.

Projects were divided into several segments based upon intersections and context breaks. Each segment received a sum of all of the indicator criteria. The indicator

score, as seen in **Appendix C**, is the average score for all segments of a project. The indicator score is the average score for all segments of a project.

While a maximum score of 15 was possible, none of the projects achieved each of the criteria. Thus the scores for projects ranged from 0 to 11 for the entire network. Projects with lower scores were often more rural projects. Rural projects scored lower due to lack of existing connectivity, less population and development density, and fewer funded projects.

Goal	INDICATOR	
CONNECTIVITY	<ul style="list-style-type: none"> Part of an existing active transportation facility Within ¼ mile of an existing active transportation facility 	Projects in the primary B-ACTIVE network that take advantage of existing facilities are cost efficient connections and are therefore prioritized. This includes projects that are a part of or nearby existing facilities.
	<ul style="list-style-type: none"> Within ½ mile of a grocery store Within ½ mile of school Within 1 mile of a park 	Projects that create safe connections to key destinations enhance overall regional mobility.
ACCESS FOR ALL	<ul style="list-style-type: none"> Within the MPO’s Environmental Justice area* 	Areas that are designated as Environmental Justice areas that consist of communities that are often disproportionately impacted by negative side effects of transportation projects; these areas would likely receive greater benefit from access to active transportation facilities.
	<ul style="list-style-type: none"> Within a ¼ mile of BJCTA transit stop 	Projects that connect concentrations of people to the network or that connect users to transit will enhance users’ access to the entire region.
PROTECT USERS	<ul style="list-style-type: none"> Along a segment (given a 100’ buffer) that had a pedestrian or bicycle crash between 2014-2016 	Crash data from the Critical Analysis Reporting Environment (CARE) software was used to identify bicycle and pedestrian crashes. Projects in the B-ACTIVE network along roads that had crashes were given higher priority as they may greatly benefit from safety improvements for users.
	<ul style="list-style-type: none"> Identified as a barrier on the Wikimap 	Barriers can often pose significant safety threats to active transportation users. Projects in the B-ACTIVE network that were identified by the public as a barrier to active transportation were given higher priority.

Goal	INDICATOR	
MORE USERS	<ul style="list-style-type: none"> • Within ½ mile of employers with 75 people or more • Within ½ mile from colleges and universities 	Parts of the B-ACTIVE network that are near places with large concentrations of people are likely to encourage more users; these projects within the network were given higher priority.
	<ul style="list-style-type: none"> • Along a route with 30+ bicycle commuters as identified by the Strava data 	Based on the Strava Metro dataset, segments that already had significant bicycle commuting activity were given higher priority, as these are already frequented routes that may become more popular with improvements to infrastructure and changes.
	<ul style="list-style-type: none"> • In a block group with at least an average of 1 person per acre 	Projects that are in places with higher population densities have potential to provide more people access to the network.
	<ul style="list-style-type: none"> • Identified on the wikimap 	Projects that align with routes identified by the public are given higher priority as these routes are likely to increase the number of people using the network.
PRIORITIZE, IMPLEMENT, & MAINTAIN	<ul style="list-style-type: none"> • Part of a 2016-2019 TIP project with a bicycle accommodation 	The Transportation Improvement Program (TIP), as a part of the Regional Transportation Plan, identifies short-term, funded transportation projects that will improve regional connectivity. Projects along these roads were prioritized.