

March 2024

Toole Design Group LLC

**Appendix E: Bikeway Prioritization Methodology and Ranked Project List**

# Bikeway Prioritization Methodology

Each bikeway project was assessed based on connectivity, safety, need, equity, and community support. Each project was allotted points based on each criterion, then points were tallied to rank each project relative to one another. Projects may receive up to five points per criterion. Project scores may be considered alongside costs, technical feasibility analysis, and methods of implementation when determining which projects to pursue.

## Methodology

**Connectivity**

Projects located in areas with high levels of bicycle and pedestrian activity may improve mobility and connect residents to key destinations without relying on a car. *Pedestrian activity areas* as defined in the Pedestrian Needs Assessment, reflect locations that likely generate high numbers of trips taken via active transportation. These activity areas, which include key destinations or destination clusters, such as schools, parks, or shopping areas (plus a 1/3-mile buffer), are shown in orange in *Chapter 4: Active Transportation Needs*, Figure 5. High activity areas, or places where activity areas overlap, are shown in red.

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| --- | --- | --- |
| **Benefits / Impact** | **Description** | **Points** |
| ***High*** | Project located within overlapping (high) activity areas | 5 |
| ***Medium*** | Project located within activity area | 3 |
| ***Low*** | Project not located within activity area | 1 |

**Safety**

Projects that are located at/near the sites of previous crashes may address key safety issues in Reedley, including situations where active transportation users perceive locations as dangerous. This criterion considers both total crashes and crashes involving bicyclists and pedestrians. Points are awarded based on the frequency of crashes, using total crashes per mile (using the most recent five-year crash data inventory), or the presence of bicyclist and/or pedestrian involved crashes.

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| **Benefits / Impact** | **Description** | **Points** |
| ***Very High*** | Project located at/near site of at least 6 total bicycle or pedestrian crashes OR a total of more than 8 crashes per mile over a 5-year period. | 5 |
| ***High*** | Project located at/near site of 4-5 total bicycle or pedestrian crashes OR a total of 6-8 or more crashes per mile over a 5-year period. | 4 |
| ***Medium-High*** | Project located at/near site of 2-3 total bicycle or pedestrian crashes OR a total of 4-6 or more crashes per mile over a 5-year period. | 3 |
| ***Medium*** | Project located at/near site of 1 total bicycle or pedestrian crashes OR a total of 2-4 crashes per mile over a 5-year period. | 2 |
| ***Low*** | Project located at/near site with zero total bicycle or pedestrian crashes and a total of less than 2 crashes per mile over a 5-year period. | 1 |

**Facility Needs**

Bicycle and trail needs are based on whether a project fills in a gap in the network, provides connections to new locations, and/or improves the quality of an existing bikeway or trail above existing conditions.

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| --- | --- | --- |
| **Benefits / Impact** | **Description** | **Points** |
| ***High*** | * Project fills in gap in network or provides new connection to underserved area
* Project enhances conditions along an existing high stress bikeway
* Project is a new trail
 | 5 |
| ***Medium*** | * Expands network to an area with existing parallel bikeways
* Project enhances conditions along existing medium stress bikeways
 | 3 |

**Equity**

Projects located in places where residents are more likely to be transportation cost burdened and/or more likely to rely on walking and biking should be prioritized. Additionally, areas with low median household income (MHI) typically are home to populations that have historically been left behind by planning efforts. Points are awarded based on the lowest median household income value among the block groups in the project area.

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| --- | --- | --- |
| **Benefits / Impact** | **Description** | **Points** |
| Very High | Lowest MHI for block group in the project area is $40,000 or less | 5 |
| High | Lowest MHI for block group in the project area is $40,001-60,000 | 4 |
| Medium-High | Lowest MHI for block group in the project area is $60,001-75,000 | 3 |
| Medium | Lowest MHI for block group in the project area is $75,001-$90,000 | 2 |
| Low | Lowest MHI for block group in the project area is $90,001 or more | 1 |

**Community Support**

Points are awarded based on the level of public or stakeholder support for projects, based on the input received from the Project Advisory Group, attendees at the October 2023 Community Workshop, and participants at the pop-up event during the October 2023 Reedley Fiesta.

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| --- | --- | --- |
| **Benefits / Impact** | **Description** | **Points** |
| High | High level of input provided; frequent public comments | 5 |
| Medium | Moderate level of input provided | 3 |
| Low | Little or no input provided on project/location | 1 |

# Ranked Project List

The list below details how many points each on-street bikeway facility received for each criterion in the prioritization process and each bikeway’s overall priority level.

| Route | Proposed Facility | Safety | Connectivity | Equity | Public Input | Facility Needs | Total | Priority Level |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 10th St (Reed Ave to North Ave) | Bike Boulevard | 3 | 5 | 5 | 1 | 3 | 17 | Medium-High |
| 12th St (K St to I St) | Enhanced Bike Lanes | 4 | 5 | 3 | 1 | 3 | 16 | Medium-High |
| 13th St (I St to F St) | Bike Lanes | 2 | 5 | 5 | 1 | 5 | 18 | High |
| 13th St (F St to C St) | Enhanced Bike Lanes | 3 | 5 | 5 | 1 | 3 | 17 | Medium-High |
| 13th St (Dinuba Ave to I St) | Enhanced Bike Lanes | 4 | 5 | 3 | 1 | 3 | 16 | Medium-High |
| 8th St (Reed Ave to G St) | Bike Lanes | 4 | 3 | 5 | 1 | 3 | 16 | Medium-High |
| 8th St (G St to North Ave) | Enhanced Bike Lanes | 4 | 3 | 5 | 1 | 3 | 16 | Medium-High |
| Buttonwillow Ave (Dinuba Ave to Washington Ave) | Enhanced Bike Lanes | 2 | 1 | 3 | 1 | 3 | 10 | Medium |
| Buttonwillow Ave (Washington Ave to Manning Ave) | Bike Lanes | 3 | 3 | 5 | 5 | 5 | 21 | Very High |
| Columbia Ave (North Ave to 11th Ave) | Bike Boulevard | 5 | 5 | 5 | 1 | 5 | 21 | Very High |
| Columbia Ave (Manning Ave to Parlier Ave) | Bike Boulevard | 4 | 3 | 5 | 1 | 5 | 18 | High |
| Columbia Ave (11th St to Manning Ave) | Sidepath | 4 | 5 | 5 | 1 | 5 | 20 | Very High |
| Dinuba Ave (Hope Ave to Columbia Ave) | Bike Lanes | 4 | 3 | 5 | 1 | 5 | 18 | High |
| Dinuba Ave (Columbia Ave to city limits) | Enhanced Bike Lanes | 2 | 3 | 3 | 5 | 3 | 16 | Medium-High |
| Duff Ave (East Ave to Buttonwillow Ave) | Bike Boulevard | 2 | 3 | 5 | 1 | 5 | 16 | Medium-High |
| Duff Ave (Buttonwillow Ave to Parkway alignment) | Shared Use Path | 2 | 1 | 4 | 1 | 5 | 13 | Medium |
| E St (North Ave to 15th St) | Bike Boulevard | 2 | 5 | 5 | 1 | 5 | 18 | High |
| East Ave (G St to North Ave) | Enhanced Bike Lanes | 3 | 5 | 5 | 1 | 5 | 19 | High |
| East Ave (North Ave to Manning Ave) | Bike Lanes | 3 | 5 | 5 | 1 | 3 | 17 | Medium-High |
| East Ave (G St to Dinuba Ave) | Bike Lanes | 3 | 1 | 5 | 1 | 3 | 13 | Medium |
| Eymann Ave (Beechwood Ave to Reed Ave) | Bike Boulevard | 1 | 1 | 3 | 1 | 5 | 11 | Medium |
| Frankwood Ave (North Ave to city limits) | Enhanced Bike Lanes | 4 | 3 | 5 | 5 | 5 | 22 | Very High |
| Frankwood Ave (Huntsmen Ave to Dinuba Ave) | Bike Lanes | 3 | 1 | 3 | 1 | 5 | 13 | Medium |
| Hope Ave Herbert Ave to Dinuba Ave) | Bike Boulevard | 1 | 3 | 3 | 1 | 3 | 11 | Medium |
| J St (12th St to 8th St) | Enhanced Bike Lanes | 1 | 5 | 3 | 1 | 3 | 13 | Medium |
| K St (13th St to Reed Ave) | Bike Lanes | 2 | 3 | 3 | 1 | 3 | 12 | Medium |
| K St (13th St to Dinuba Ave) | Enhanced Bike Lanes | 2 | 3 | 3 | 1 | 3 | 12 | Medium |
| Manning Ave (Reed Ave to western city limit) | Separated Bike Lanes | 4 | 1 | 4 | 1 | 5 | 15 | Medium |
| Manning Ave (Sunset Ave to proposed Parkway alignment) | Bike Lanes | 5 | 3 | 5 | 3 | 5 | 21 | Very High |
| Manning Ave (Reed Ave to Sunset Ave) | Enhanced Bike Lanes | 5 | 3 | 4 | 3 | 5 | 20 | Very High |
| Manning Ave (I St to Reed Ave) | Sidepath | 3 | 3 | 4 | 3 | 5 | 18 | High |
| Hollywood Ave/Myrtle Ave (North Ave to Columbia Ave) | Bike Boulevard | 3 | 5 | 5 | 1 | 3 | 17 | Medium-High |
| North Ave (8th St to Hollywood Ave) | Bike Lanes | 1 | 3 | 5 | 1 | 5 | 15 | Medium |
| North Ave (Reed Ave to Hollywood Ave) | Sidepath | 2 | 3 | 5 | 1 | 3 | 14 | Medium |
| Olson Ave (Kings River Ave to East Ave) | Bike Boulevard | 3 | 3 | 3 | 5 | 5 | 19 | High |
| Parlier Ave (Reed Ave to Frankwood Ave) | Bike Lanes | 3 | 3 | 4 | 3 | 5 | 18 | High |
| Parlier Ave (Frankwood Ave to Buttonwillow Ave) | Bike Lanes | 2 | 1 | 4 | 5 | 5 | 17 | Medium-High |
| Parlier Ave (Frankwood Ave to Thompson Ave) | Enhanced Bike Lanes | 2 | 3 | 4 | 3 | 5 | 17 | Medium-High |
| Reed Ave (North Ave to Manning Ave) | Enhanced Bike Lanes | 5 | 3 | 4 | 1 | 3 | 16 | Medium-High |
| Reed Ave (Eymann Ave to 8th St) | Sidepath | 5 | 1 | 3 | 1 | 5 | 15 | Medium |
| Springfield Ave (East Ave to Sunset Ave) | Sidepath | 3 | 5 | 5 | 1 | 5 | 19 | High |
| Sunset Ave (Dinuba Ave to Grant Middle School) | Bike Boulevard | 3 | 5 | 4 | 1 | 3 | 16 | Medium-High |