
APPENDIX B: NEEDS EVALUATION CRITERIA DESCRIPTION AND RANKING & WEIGHTING TABLE

- Needs Evaluation Criteria Description Table
- Criteria Ranking & Weighting Table

Needs Evaluation Criteria Description Table

CRITERIA	Measurement	Significance	Data Sources/Methodology Applied
Safety	Map roadway corridors with bicycle and/or safety concerns as identified by Ad Hoc Advisory Committee. Identify facilities needs within corridor and score accordingly.	Improving user safety and reducing crashes and fatalities is the top priority for the Pathways Plan. Providing adequate bicycle and pedestrian facilities is the most immediate tool in improving safety conditions. Additionally, improving actual or perceived safety conditions can encourage more people to walk and bike.	Ad Hoc Committee identified intersections and roadway segments where they were aware of existing or perceived safety concerns. The Committee decided to identify longer corridors inclusive of intersections, since safety issues often extend beyond a given intersection. The selected corridors were based on input from the committee members with extensive experience dealing with bike/ped issues throughout the County. This qualitative and experiential information was used instead of crash data, since the crash data did not provide obvious 'hot spots' with numerous crashes and/or fatalities within a 5 year period. This the Safety Enhancement Need Map can easily be updated in the future using the same methodology and/or supplementing it with a public survey, and crash data. All needs that fell within an identified safety concern corridor were given a score of 7.08, all others were scored 0.
School Proximity	Map all schools. Identify facility needs within 1 mile radius of Schools. Score needs accordingly.	To encourage young people to walk or bike to school. To provide safe routes to school in alignment with Federal Safe Routes to School funding program.	The data was obtained from the MPO existing data layers and combine with Collier County's School data downloaded from http://www.colliergov.net/Index.aspx?page=2713 . Each school was buffered with a 1 mile radius and every need that intersected that corridor was given a score of 6.92, all others were scored 0.
Proximity to Transit	Map all transit lines. Select facilities needs that fall on those lines. Score needs accordingly.	Transit, bicycle and pedestrian modes of transportation complement and support each other. Transit users must walk or bike to the bus stop. Providing facilities to the stops encourages transit use, offers mobility choices for all and reduces the reliance on the automobile.	Transit lines were obtained from Collier County GIS. The Proximity to Transit map only looked at need that fell on those lines. The map does not assess needs that intersect with these lines. All needs that fell on the transit lines were given a score of 6.50, all others were given a 0.
Proximity to Health Care & Public Facilities	Map all hospitals and government facilities. Select facility needs within 1 mile. Score needs accordingly.	To provide access and transportation options for all users to essential service facilities.	The data was obtained from the MPO and Collier County GIS. The MPO's GIS layer was developed in coordination with the Collier County Health Department and the park locations were obtained from Collier county GIS. Each identified location was buffered with a 1 mile radius and every need that intersected these buffers was given a score of 6.08, all others were given a score of 0.
Proximity to Activity, Commercial, Employment, Tourism Center	Map significant commercial, entertainment, recreational, tourism and employment centers. Select facility needs within 1 mile. Score needs accordingly.	Provides access, and connectivity to the most frequented areas of the County. Promotes use of alternative modes, and contributes to livability and economic activity.	The data was obtained from several sources - the MPO, Collier County GIS and the Consultant. The map identified areas with Commercial and Industrial zoning, Activity Centers from the FLUM, Airports from Collier County GIS as well as the Parks layer used in the Proximity to Health Care & Public Facilities map. The consultant supplement significant points of interest that did not fall within the existing layers and also added the entire coastline in the beaches category to reflect the importance of the county's beaches and the tourism associated with them. All of these points of interest were buffered by a 1 mile radius and all needs that intersected the buffers were given a score of 5.83, all others were given a score of 0.
Connectivity/Missing Links	Identify significant facility gaps or gaps that can be easily closed to enhance connectivity to a point of interest or continuity within a corridor. Score needs within these facility gaps accordingly.	Gaps in bicycle and pedestrian facilities can create hazardous conditions and discourage people from walking or biking to their destination. Filling in gaps can improve connectivity and facility continuity, improve safety conditions, and promote greater walking and cycling activity.	The Ad Hoc Committee and the Consultant looked at existing facilities throughout the County and identified significant facility gaps that if closed would linking significant areas, points of interest or corridors. The resultant map identifies these significant gaps on a corridor basis, and needs that fell within those corridor gaps were given a score of 5.08, all others were scored 0.
Population Density	Using 2010 census tract data, map population density throughout the County and identify areas with the highest densities. Score needs along those areas accordingly.	With limited funds and seemingly limitless facility needs, the intent is to invest in facilities which will benefit the greatest amount of people.	Population density was identified for the entire county by using 2010 Census data. The map utilized census tract data, and was broken down into the following gradients: 0-1 DU/AC, 1.1-3.0 DU/AC, 3.1-6.0 DU/AC, 6.1-10 DU/AC, 10.1-Over DU/AC. The needs that fell within or directly abutted the tracts with the highest density (10.1-Over) were given a score of 5.00, all others were scored 0.
Significant Corridor	Identify a few priority corridors where complete and continuous facilities are desired. Identify significant corridors that interconnect the County from and North-South or East-West perspective. Score facility needs within those corridors accordingly.	Continuous, cross-county facilities enhance county-wide mobility options, connect neighborhoods and activity nodes, and provide safe and convenient facilities to most urbanized areas.	The Ad Hoc Committee identified the most significant corridors. The criteria considered was corridors that interconnected extensive geographic areas, provided continuous North-South or East West corridors, and provided access to significant population centers. The map identified the significant corridors and all needs that fell on those corridors were given a score of 4.67, all others were scored 0.

Needs Evaluation Criteria Description Table

<p>Continuous Bike Route</p>	<p>Identify significant bike routes that are heavily used or could be heavily used by avid cyclists and identify facility needs within those identified and routes. Score bicycle needs along those routes accordingly.</p>	<p>To provide safe and enjoyable routes for the avid cyclist. To meet needs avid and frequent uses. To promote cycling and physical activity.</p>	<p>The Continuous Bike Routes were identified by avid cyclists on the Ad Hoc Advisory Committee. This subgroup relied on their extensive knowledge and experience cycling throughout the County to identify the most significant bicycle routes currently used by bicycle groups and "serious" cyclist. All bicycle needs that fell within the identified routes were given a score of 3.92, all others were scored 0. This criterion was not applied in the evaluation and scoring of pedestrian needs.</p>
<p>High Transit Reliance Areas</p>	<p>Map 10 most utilized transit stops in Collier County. Identify needs within 1 mile of those areas and score those needs accordingly.</p>	<p>To provide facilities in areas where a large proportion of population has to walk, bike and use transit to meet basic transportation needs. Expands mobility options for user groups such as the young, elderly, and tourists who may not have a car they can use.</p>	<p>This criterion was used as a proxy for identifying areas where a high percentage of people do not own cars and must use bicycle and pedestrian facilities out of necessity. Recent car ownership per household data was not available for all of Collier County, therefore, the 10 transit stops with the heaviest ridership were used to areas that use alternative modes due to necessity. the 10 transit stops were identified on a map and buffered with a 1 mile radius. All needs which intersected these buffers were scored a 3.92, all others were given a score of 0.</p>

Criteria Ranking Results & Weighting

Name	Safety	Proximity to Activity Centers	Connectivity	Significant Corridor	Proximity to Schools	Proximity to Health & Public Facilities	Proximity to Transit	Population Density	Continuous Bike Route	High Transit Reliance (Proxy for Car ownership)	Totals
Committee Member 1	6	7	2	1	9	8	5	10	4	3	55
Committee Member 2	10	1	4	2	6	3	7	8	9	5	55
Committee Member 3	8	6	10	1	7	5	9	2	3	4	55
Committee Member 4	10	6	4	7	8	5	2	9	3	1	55
Committee Member 5	1	4	2	3	9	8	6	10	5	7	55
Committee Member 6	1	2	3	4	5	8	6	9	7	10	55
Committee Member 7	6	10	7	1	8	9	5	4	2	3	55
Committee Member 8	10	3	7	8	5	2	4	6	9	1	55
Committee Member 9	10	9	1	3	4	6	8	7	2	5	55
Committee Member 10	10	5	8	9	4	2	7	3	6	1	55
Committee Member 11	9	6	10	3	8	5	7	2	4	1	55
Committee Member 12	4	1	3	5	10	9	7	8	2	6	55
Totals Score	85	60	61	47	83	70	73	78	56	47	660
Relative Ranking (based on Total Score)	1	7	6	9	2	5	4	3	8	10	
Weight (Total Score ÷ 12)	7.08	5.00	5.08	3.92	6.92	5.83	6.08	6.50	4.67	3.92	