

Appendix A

Ranking Criteria & Results



With the eight criteria established, each criterion was weighted with a point value range. Table B-1 shows the point ranges possible for each criterion. Individuals transit stops were designated points in each criterion based on data for that stop. The total score of each stop designated the priority rank for improvements.

Table A-1: Criteria Point Ranges

Criterion	Point Range
Ridership	2-10
Percent Households without Vehicle	1-5
Percent Public Transit to Work	1-5
Percent Household with Students	1-5
Population Density	1-5
Collisions involving Pedestrians/Bicyclist	0-10
Fatal & Severe Pedestrian/Bicyclist collisions	0-10
Future Land Use	0-3
Maximum Score	53

Ridership data was provided by RTA for all the stops along the corridor based on average daily boardings and alightings, giving a Total Ridership value to individual stops. The total ridership value designated the stop as a: Low, Low-Moderate, Moderate, Moderate-High, or High ridership stop (refer to Table B-2). These classifications were then designated a point value.

Table A-2: Ridership Point Ranges

Total Ridership	Classification	Points
0 - 2	Low	2
3 - 4	Low-Moderate	4
5 - 6	Moderate	6
7 - 10	Moderate-High	8
11 - 15	High	10



Vehicle Ownership data was given as percentage of households without a vehicle. The percentage of households without a vehicle near a stop designated the stop as: Low, Low-Moderate, Moderate, Moderate-High, or High (refer to Table B-3). These classifications were then designated a point value.

Table A-3: Vehicle Ownership Point Range

% Household without Vehicle	Classification	Points
0.5% - 1.9%	Low	1
1.9% - 3.8%	Low-Moderate	2
3.8% - 5.7%	Moderate	3
5.7% - 7.6%	Moderate-High	4
7.6% - 9.5%	High	5

Public Transit usage to travel to work was given as percentage of households without a vehicle. The percentage of individuals that use public transit to commute to work near the stop designated the stop as: Low, Low-Moderate, Moderate, Moderate-High, or High (refer to Table B-4). These classifications were then designated a point value.

Table A-4: Public Transit Point Range

% Public Transit to Work	Classification	Points
0.50% - 0.62%	Low	1
0.62% - 1.24%	Low-Moderate	2
1.24% - 1.86%	Moderate	3
1.86% - 2.48%	Moderate-High	4
2.48% - 3.10%	High	5

Student data determined using the U.S Census Houshold Survey and reported as Students per Household. The number of students per household near the stop designated the stop as: Low, Low-Moderate, Moderate, Moderate-High, or High (refer to Table B-5). These classifications were then designated a point value.



Table A-5: Students per Household Point Range

Students per Household	Classification	Points
0.19 – 0.35	Low	1
0.36 – 0.50	Low-Moderate	2
0.51 - 0.65	Moderate	3
0.66 – 0.85	Moderate-High	4
0.86 – 1.3	High	5

Population density data was given as people per square mile. The population density near a stop designated the stop as: Low, Low-Moderate, Moderate, Moderate-High, or High (refer to Table B-6). These classifications were then designated a point value.

Table A-6: Population Density Point Range

Population Density (people/sq. mi.)	Classification	Points
370 – 879	Low	1
879 – 1,758	Low-Moderate	2
1,758 – 2,637	Moderate	3
2,637 – 3,516	Moderate-High	4
3,516 – 4,395	High	5

Collision data was extracted from the SWITRS database for the corridor, which provides the coordinates of the crash. If a collision occurred within 500 feet of a bus stop, that stop was designated as “Yes” for having a Pedestrian/Bicycle collision or a Fatal/Severe Pedestrian/Bicycle collision (refer to Tables B-7 and B-8).

Table A-7: Ped/Bike Collisions Point Range



Collision(s) involving Pedestrians/Bicyclist?	Points
No	0
Yes	10

Table A-8: Fatal & Severe Ped/Bike Collisions Point Range

Fatal & Severe Collision(s) involving Pedestrians/Bicyclist?	Points
No	0
Yes	10

The future land use classification near a stop were designated a point value (refer to Table B-9)

Table A-9: Future Land Use Point Range

General Plan Future Land Use	Points
High Density Residential	1
Retail/Employment Uses	2
Mixed Use Area	3