Factors Used in the PEDESTRIAN PRIORITY MODEL (PPM)

This draft (10/13/05) has been prepared for discussion purposes only.

The PPM is designed for use in predicting areas with high levels of pedestrian activity and areas with pedestrian issues. High priority areas will be used in prioritizing the development of community pedestrian master plans, pedestrian projects & other improvements / repairs provided by the City of San Diego.   As part of Track Two, other factors (walkability, connectivity, condition, oberved use levels) & field verification of issues, will be used to adjust priorities on a community by community basis.

Pedestrian Attractors	Points	Weighted Multiplier	Final Score	Special Notes
Pedestrian Intensive International Border	6		6	
Major Multi-Modal Transit Center (> 10,000 boardings and alightings per day)	5		5	
Major Transit Stops (1,000-10,000 boardings and alightings per day)	4		4	Existing & Proposed
Transit Stops (100-1,000 boardings and alightings per day)	3		3	Existing & Proposed
Elementary Schools (Including Private)	3		3	
Middle Schools	2	1	2	Existing & Proposed
Universities and Colleges	2		2	
Neighborhood Civic Facilities (Libraries, Post Office & Religious Facilities)	2		2	
Pedestrian Intensive Beaches	2		2	
Parks and Recreation (excludes non-useable open space)	1		1	Existing & Proposed
High Schools	1		1	
Neighborhood and Community Retail	1		1	

Weighting Values Based on Distance to Attractor			
1/8 Mile	1.5		1.5
1/4 Mile	1	1	1
1/3 Mile	0.75		0.75
1/2 Mile	0.5		0.5

Factors Used in the PEDESTRIAN AREA PRIORITY (PAP) Model (Con't)
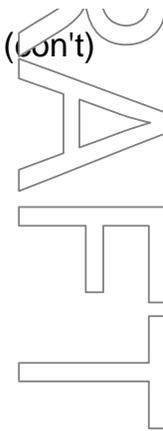
Pedestrian Generators	Points	Weighted Multiplier	Final Score	
Census Mobility: People who walk to work per acre				
> 2	3		6	
1 - 2	2	2	4	
.25 - 1	1		2	
< .25	0		0	
Population Density (People per acre)				
> 25	3		6	
5 - 25	2	2	4	
1 - 5	1		2	
Employment Density (Employees per acre)				
> 15	3		6	
5 - 15	2	2	4	
1 - 5	1		2	
Age Density: Senior Citizens per acre (65 years old &				
> 10	3		6	
5 - 10	2	2	4	
1-5	1		2	
< 1	0		0	
Household Income (Affects Transportation Options)				
< $34,500	3		3	Based on 2005 SD Housing
$34,500 - $63,400	2	1	2	Comm. & US Dept. of Housing
> $63,400	1		1	& Urban Development (2/11/05)
Age Density: Children per acre (under 16 years old)				
> 10	3		3	
5 - 10	2	1	2	
1-5	1		1	
< 1	0		0	
Disability Density: People with disabilities per acre				
> 5	3		3	
2 - 5	2	1	2	
1-2	1		1	
<1	0		0	
Existing Mixed Land Use Adjacencies				
Housing near employment & commercial	3		3	Based on high population
Housing near commercial	2	1	2	density & high employment
Housing near employment	1		1	densities.
Proposed Mixed Use				
As shown in adopted Community Plan	2	1	2	

Factors Used in the PEDESTRIAN AREA PRIORITY (PAP) Model (con't)

Pedestrian Detractors	Points	Weighted Multiplier	Final Score
Collisions Per Year			
1 +	3		9
.5 - .9	2	3	6
0 - .5	1		3
0	0		0
Average Daily Trips as it Affects Crossing Wait Time, Safety & Visibility			
> 45,000	3		6
35,000 - 45 ,000	2.5		5
25,000 - 35,000	2		4
15,000 - 25,000	1.5	2	3
10,000 - 15,000	1		2
5,000 - 10,000	0.5		1
< 5,000	0		0
Speed as it Affects the Ability to Cross Safely			
> 45	3		3
35 - 45 mph	2	1	2
25 - 35 mph	1		1
< 25 mph	0		0
Lack of Street Lighting			
Pedestrian walking more than 300 ft from street lights	3		3
150-300 ft	2		2
75 - 150 ft	1	1	1
0 - 75 ft	0		0
Railroads & Light Rail as Barriers to Pedestrian Travel			
	1	1	1
Freeways as Barriers to Pedestrian Travel			
	1	1	1
Slope & Canyons as Barriers to Pedestrian Travel			
Landform Feature with Slope > 25%	2		2
Landform, Walkway or Street Slope 10-25%	1	1	1
Walkway Slopes < 10%	0		0

TOTAL MAXIMUM SCORE FOR ANY LOCATION IN SAN DIEGO **70.5**
TOTAL MINIMUM SCORE FOR ANY LOCATION IN SAN DIEGO **5.5**

DRAFT