

**Non-Motorized Project Evaluation Criteria  
2019-2022 TIP**

1	Improves Safety	Planning Factors 1 & 2			Total Possible Points
		Promotes safe movement of pedestrians and bicyclists and implements the strategies listed in the AMATS Bicycle and Pedestrian Plans aimed at reducing crashes involving pedestrians and bicyclists. Highest score if project corrects documented pedestrian/ vehicle conflicts.	Category Weighting = 1.00	10.0	
a	Project addresses locations of pedestrian and/or bicycle crashes, conflicts, or safety problems.	Multiple and documented crashes on corridor or intersection	10 -Or-	10.0 -Or-	
		Possible preventable crashes as demonstrated on similar facilities as identified through actual crashes	6 -Or-	6.0 -Or-	
		Provides new facility where none previously existed <u>or</u> partially addresses actual or possible crashes/conflicts	4 -Or-	4.0 -Or-	
		Minimum safety impact – widening existing facility, repave existing facility, etc.	0	0.0	
2	Population Reached	Planning Factors 1,4 & 5			Total Possible Points
		Relative size of population that will directly benefit. Highest score if facility is used by a high number of residents.	Category Weighting = 0.75	7.5	
a		Areawide users	10 -Or-	7.5 -Or-	
		Area that is less than areawide (example NE, NW, SE, SW with Tudor and Seward Highway as general boundaries)	6 -Or-	4.5 -Or-	
		More than one community council, user group or purpose	4 -Or-	3.0 -Or-	
		One neighborhood	2	1.5	
3	Preserves Existing Facility	Planning Factors 1,2,4,5,7,8 & 9			Total Possible Points
		Project preserves existing system. Highest score if project significantly preserves an existing facility and is immediately needed based on recommendations maintenance staff, and/or observations from field investigation.	Category Weighting = 0.75	7.5	
a	Preservation as part of the scope of the project	Significant preservation of existing facility	5 -Or-	3.75 -Or-	
		Major preservation of existing facility	4 -Or-	3.0 -Or-	
		Moderate preservation of existing facility	3 -Or-	2.25 -Or-	
		Some clear preservation to existing facilities	2 -Or-	1.5 -Or-	
		No impact on preservation of existing facility, new facility or bike lane striping	0	0.0	
<i>Add the score from section "a" to the score in section "b" to calculate the total points</i>					
b	Need based on recommendations of and/or observations from field investigation.	Immediate need	5 -Or-	3.75 -Or-	
		Short term (3-year) need	4 -Or-	3.0 -Or-	
		Medium term (6-year) need	0 -Or-	0.0 -Or-	
		Long term (> 6-year) need	-5	-3.75	

**Non-Motorized Project Evaluation Criteria  
2019-2022 TIP**

4	Economic Benefits	Planning Factors 1,5,7 & 10			Total Possible Points
		Encourages economic development and/or redevelopment, through improved access and transportation opportunities; addresses impacts on urban areas and recreational or educational opportunities, or tourism activity. Highest score if the project will promote long term significant economic development and supports integrating transportation and land use.		Category Weighting = 0.75	7.5
	a	Project benefits economic development projects and/or facility improvements to support mixed-use/redevelopment, business area, employment center, transit supportive corridors, or other significant type of urban development area; recreation or education opportunities; and/or tourism activity.	Significant benefits	10 -Or-	7.5 -Or-
			Moderate benefits	6 -Or-	4.5 -Or-
			Minimal benefits	4 -Or-	2.25 -Or-
			Negligible benefits	2	1.5
5	Connectivity	Planning Factors 1,3,4,5,6 & 10			Total Possible Points
		Project promotes multi-modal connections by constructing missing links and/or provides seamless connection to transit. Highest score if connections are made between large segments of city.		Category Weighting = 0.75	7.5
	a	Provides multi-modal connections.	Between large segments of the city such as downtown to midtown, between major employment centers and town centers, etc or if project is listed in the AMATS Pedestrian or Bicycle Plans as a needed new connection	10 -Or-	7.5 -Or-
			Between major employment centers, town centers, schools, neighborhoods or community council areas	6 -Or-	4.5 -Or-
			Within a neighborhood or community council area	4 -Or-	3.0 -Or-
			Limited connectivity benefit or striping	2 -Or-	1.5 -Or-
			Isolated section of new pathway or sidewalk or no new connectivity	0	0.0

**Non-Motorized Project Evaluation Criteria  
2019-2022 TIP**

6	<b>Environmental Justice</b>	Planning Factors 1,4,5 & 9			Total Possible Points
		Project is consistent with MTP equity goals. Project serves EJ population; highest score if project provides new or improved multi-modal links.		Category Weighting = 0.75	7.5
	a	Project is located within ¼ mile of an EJ Area and provides for new or improved access to:  [3 (1.8) points for each, 1 (0.6) additional point if all three types of facilities are included]	Transit facilities	3 -And/Or-	2.25 -And/Or-
			Pedestrian facilities	3 -And/Or-	2.25 -And/Or-
			Bicycle facilities	3 -Or-	2.25 -Or-
			No improved access or project is not within ¼ mile of an EJ area	0	0.0
<i>Do not add section "b" to section "a".</i>					
	b	Project is located within ¼ mile of an EJ Area and has a negative impact on access to transit, bicycle or pedestrian facilities.		-5	-3.75
7	<b>Operations and Maintenance Commitment</b>	Planning Factors 1,2,7,8, & 9			Total Possible Points
		Commitment by project sponsor for O&M. Highest score if responsible agency commits to O&M on proposed project.		Category Weighting = 0.50	5.0
	a	Project commitment from responsible agency / project priority for sponsor.	Commitment received to operate and maintain proposed project OR project is a very high maintenance priority for sponsor	10 -Or-	5.0 -Or-
			Project has a minimum level of maintenance	6 -Or-	3.0 -Or-
			No commitment is perceived OR project is not a maintenance priority for sponsor	0	0.0
8	<b>Multi-Modal Characteristics</b>	Planning Factors 1,2,3,4,5,6 & 10			Total Possible Points
		Promotes multi-modal uses of transportation systems. Highest score if project includes significant multi-modal links.		Category Weighting = 0.50	5.0
	a	Includes multimodal/intermodal links and/or improves mode transitions to:  (3 points for each. 1 (.5) additional point if all 3 modes are included)	Transit Facilities	3 -And/Or-	1.5 -Or-
			Bicycle Facilities	3 -And/Or-	1.5 -Or-
			Pedestrian Facilities	3 -Or-	1.5 -Or-
			No facilities	0	0.0
9	<b>Neighborhood Livability/Quality of Life</b>	Planning Factors 1,2,4,5,6, & 9			Total Possible Points
		Project promotes quality of life by addressing problems such as flooding, noise pollution, crime, unsightliness, etc., or helps to revitalize neighborhood livability. Depending on the project, livability factors could include but are not limited to walkability, access to amenities and urban centers, access to parks and trails, safety, proper landscaping, proper lighting, seasonally adaptive infrastructure and aesthetics including landscaping of high positive visual impact, to include potential artistic, recreational, natural, historic, or other valued and beneficial spaces.		Category Weighting = 0.50	5.0
	a	Project contributions to health, livability and quality of life by promoting or enhancing existing quality:	Significantly contributes	10 -Or-	5.0 -Or-
			Moderately contributes	6 -Or-	3.0 -Or-
			Minimally contributes	4 -Or-	2.0 -Or-
			No effect	0 -Or-	0.0 -Or-
			Negatively effects	-5	-2.5

**Non-Motorized Project Evaluation Criteria  
2019-2022 TIP**

10	Support of Project	Planning Factors 5 & 7			Total Possible Points
		Support from public, elected officials, affected stakeholders, and governmental agencies. Highest score if strongly and clearly supported by all groups.		Category Weighting = 0.25	2.5
		a	Broad based area-wide support and project is in an approved plan	10 -Or-	2.5 -Or-
			Local area support for project (resolution from local government)	6 -Or-	1.5 -Or-
			Limited support only (neighborhood petition, community council resolution)	4 -Or-	1.0 -Or-
			Mixed support for project (document opposition and support)	2 -Or-	0.5 -Or-
			No significant support for project is documented	0 -Or-	0.0 -Or-
Local opposition is documented	-5		-1.25		
11	Intelligent Transportation Systems (ITS)	Planning Factors 1,2,3,4,5,7,9 & 10			Total Possible Points
		Project incorporates ITS elements. Highest score if ITS elements fill in gaps by completing critical systems; enhance interagency cooperation; increase reliability; promote multimodal use; are included in MOA Regional ITS Architecture.		Category Weighting = 0.25	2.5
	a	Does the Project fill in gaps in the existing (ITS) infrastructure?	Yes	2 -Or-	0.5 -Or-
			No	0	0.0
	b	Does the project enhance interagency cooperation?	Yes	2 -Or-	0.5 -Or-
			No	0	0.0
	c	Does the project contribute to or increase system reliability?	Yes	2 -Or-	0.5 -Or-
			No	0	0.0
	d	Does the project promote multimodal usage?	Yes	2 -Or-	0.5 -Or-
			No	0	0.0
	e	Is the project included in MOA Regional ITS Architecture?	Yes	2 -Or-	0.5 -Or-
			No	0	0.0
<i>Add the score from section "a", "b", "c", "d", and "e" to calculate the total points</i>					
<p><i>Note to Project Sponsor: A Systems Engineering Analysis is required is required to be submitted to FHWA through ADOT&amp;PF Central Region for all projects having ITS elements prior to construction or deployment of ITS. If a project is not included in the existing ITS Architecture, project sponsor shall submit a request to AMATS Coordinator to add project to Architecture.</i></p>					