



A.T. PHASING CRITERIA




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PROCESS – Phasing Considerations

1. All projects will be evaluated based on the phasing criteria and weighting described below.
2. When applicable, outputs from the travel demand model for 2030, 2040 and 2050 socioeconomic data will be used and added incrementally to understand the timing of anticipated growth. These forecasts will be used for assigning points to the project, with more points awarded to areas that are foreseen to be of higher growth currently and in the near-term. Measures utilizing this methodology are indicated as such.
3. A cost benefit analysis will be performed after all projects have been evaluated.
4. All projects will therefore have two scores: one benefits score (out of 100), and one benefit/cost score (total score / project cost).

GOAL	WEIGHT	2019 – 2050 PROPOSED	RATIONALE	METHODOLOGY
 Livable and healthy communities	5 -or- 2.5	Supports the Wasatch Choice for 2050 and revitalizes the economy	Active Transportation networks located in dense centers have the potential to replace short distance vehicle trips.	5 pts to active transportation routes that touch Center/Area 2.5 pts to active transportation routes within 0.5 mile of Center/Area
	10	Access to surrounding uses and demand for bicycle and pedestrian facilities	Latent Demand Index scores estimate pedestrian and bicycling demand based on land use, demographic, and built environment factors.	Average Latent Demand Score per project segment on a 0-10 point scale weighted from the lowest to highest Latent Demand scores within the region.
 Access to economic and educational opportunities	10	High areas of Job and Education Access	Active Transportation networks that access job and education centers have the potential for reducing vehicle trips.	Active transportation routes located within 0.5 mile radius of high job and education centers.

GOAL	WEIGHT	2019 – 2050 PROPOSED	RATIONALE	METHODOLOGY
 Housing choices and affordable living	10 -or- 5	Serves Vulnerable Communities	Understanding and planning for areas of our region with overlaps between less than average job accessibility and Vulnerable Communities may reduce barriers.	Active transportation routes that serve Vulnerable Communities (low-income, minority, zero-car households). 10 pts to projects with very high concentrations of VC, 5 pts to projects serving moderate to high concentrations of VC.
	15	Active transportation connectivity or project fills a gap	Projects that increase network connectivity or fill gaps in the regional system increase the potential for users to access destinations and encourage replacing vehicle trips.	Proposed active transportation routes that touch or cross an existing facility.
 Manageable and reliable traffic conditions	10	Multi-modal / Separated investment - Project is part of a planned roadway widening project or major transit investment or project provides an off-street trail or separated pathway	It is fiscally efficiency to include active transportation improvements in road and transit investments.	Points awarded to project with overlapping right-of-way roadway widening/transit improvements in the TIP and Preferred Scenario.
	* Fixed: E 10, P 5 Core: E-local 7.5, P-core 2.5	Connections to transit	Projects that increase connectivity to transit by active transportation leverage existing transit expenditures to maximize transit utilization.	Active transportation routes on UTA's first/last mile study or access existing transit stops receive full points. Projects that access planned transit stops receive half points.
 Quality transportation choices	5	Connections to bike share	Projects that provide additional bike and pedestrian network connectivity in areas of existing and planned bike share.	Active transportation routes that connect to existing and planned bike share facilities

GOAL	WEIGHT	2019 – 2050 PROPOSED	RATIONALE	METHODOLOGY
 Safe, user-friendly streets	15	Separation between vehicles and bicycles/pedestrians to increase safety	Projects that provide increased separation or grade-separation between active transportation and vehicles, railways, or other unsafe barriers.	Project located where bicycle and pedestrian fatalities and serious injuries occurred over the previous 5 years.
	10	Existing bicycle/pedestrian utilization data	Existing bike and pedestrian usage calculated utilizing Strava Metro Ridership Data. Improving currently utilized routes provides an efficient way to improve ridership experience.	Strava ridership existing data utilized to analyze trends and popular routes across the region.
 Fiscally efficient communities and infrastructure	N/A	Screened in project selection		
 Ample parks, open spaces, and recreational opportunities	N/A	Screened in project selection		
 A sustainable environment including water, agricultural, and other natural resources	N/A	Screened in project selection		
 Clean air	N/A	Considered in Regional Plan development		

* Quality Transportation Choices – ‘Connections to transit’ scoring is divided between fixed guideway and local bus. Active Transportation projects receive 10 points if they connect to existing fixed guideway, and 5 points if they connect to planned fixed guideway improvements. Active Transportation projects receive 7.5 points if they connect to existing local bus service, and 2.5 points if they connect to planned core bus routes.