



Regional Framework Studies Evaluation Criteria

Revised August 19, 2008

Introduction

Arizona stands at a critical juncture. For the past few decades, the state's unprecedented growth has brought about tremendous economic opportunity and prosperity, along with significant challenges for creating a more sustainable economy and environment. Governor Napolitano, recognizing the need for a targeted effort in this direction, formed a Growth Cabinet consisting of fourteen state agency heads in January 2007 (Executive Order 2007-05, Promoting Smarter Growth). The State Transportation Board and ADOT then initiated the Statewide Transportation Planning Framework Program to formulate, evaluate and prioritize multimodal transportation improvements through a comprehensive planning process, and to integrate them with land use, community and economic development planning strategies statewide. The guiding principles of the framework planning effort are:

- Supporting Smart Growth and Sustainable Land Use
- Achieving Multimodal Balance
- Supporting Economic Development and Business Community Involvement
- Environmental and Conservation Community Involvement
- Tribal Community Involvement
- Statewide Collaboration with COGs, MPOs and Tribal governments

According to national organizations like Smart Growth America and the Smart Growth Network, "growth is smart when it gives us great communities, with more choices and personal freedom, good return on public investment, greater opportunity across the community, a thriving natural environment, and a legacy we can be proud to leave our children and grandchildren." Communities should strive to implement nationally recognized principles espoused by Smart Growth America in their urban growth and revitalization.



Smart Growth Principles	Potential Implementation Strategies
Mix land uses.	Creation of mixed use development that has a balanced mix of stores, jobs and homes conveniently located and requiring minimal driving.
Take advantage of existing community assets.	Focus on maximizing use of already built community assets like parks, neighborhood schools, public transit systems, and public roads and streets, to get the best return on public investments.
Create a range of housing opportunities and choices.	Creation of a range of housing options—including condominiums, affordable homes for low-income families, and others—to meet the changing and diversifying market demand for housing.
Promote distinctive, attractive communities with a strong sense of place.	Celebration of unique features and characteristics of each community to build a sense of place. These features could range from a central park to a neighborhood shopping district to a train station.
Strengthen and encourage growth in existing communities.	(See the four preceding strategies.)
Foster walkable neighborhoods.	Fostering places that offer not just the opportunity to walk, but places to walk to, such as the corner store, the transit stop or a school. A compact, walkable neighborhood contributes to residents' sense of community.
Preserve open space, farmland, natural beauty, and critical environmental areas.	Conscious effort to let open spaces remain open, and to create opportunities for communities to connect, interact with, and build a symbiotic relationship with their ecosystems.
Provide a (multimodal) variety of transportation choices.	Building a safe, reliable transportation network that gives people modal choices and different ways to get where they want to go.
Make development decisions consistent, socially equitable, and cost-effective.	Creation of public ownership of plans fostering smart growth through dedicated citizen participation techniques. Plans developed without strong citizen involvement lack commitment and staying power.
Encourage citizen and stakeholder participation in development decisions.	

To build from these principles to a successfully implemented Statewide Transportation Planning Framework in the long term, this effort must move forward in an environment of context sensitive planning and design, oriented to achieving the principles of smart growth and long-term sustainability. (Context sensitive planning meets transportation needs in a manner compatible with the natural and built environment, and consistent with adopted plans for the area.)

Some critical, integrated land use/transportation strategies are:

- Facilitating, and providing accurate information in support of, public policy debate and decisions on transportation, smart growth, reduced greenhouse gas emissions, improved air quality, energy independence, and the relationships between them.
- Developing interconnected, integrated multimodal transportation systems both statewide--linked to adjacent states and connecting major metropolitan areas—and between key activity centers within the regions.
- Planning sustainable urban development patterns that focus new growth in transit-oriented, mixed use districts; that avoid sprawling, low density development that is expensive to serve with transportation; and that focus on creating and preserving communities embodying a sense of place.
- Stimulating urban infill development to use vacant land or redevelopment sites served by existing infrastructure, integrating these sites with surrounding neighborhoods, and providing a mix of activities with multimodal transportation options.

The following evaluation framework, developed for the regional framework studies, provides a structure to evaluate multimodal transportation alternatives in each of the four regions, in the larger context of smart growth, sustainable development and sound transportation planning.



"Building a Quality Arizona"

Statewide Transportation Planning Framework

Draft Regional Frameworks Evaluation Criteria

Revised August 19, 2008

Planning Factors	Goal	Proposed Criteria	How Measured
I. Mobility and Access	Develop functional, flexible mobility for Arizona.	A. Improve multimodal network connectivity.	1. <i>Number of passenger terminals served by two or more modes (including air carrier) other than private vehicle access</i>
			2. Number of additional free-flow junctions (e.g., system or directional TIs) compared with the Baseline condition
		B. Strengthen and expand roadway access management.	<ul style="list-style-type: none"> ● Numerous additional centerline miles with a high level of access management (such as freeways and "Arizona parkways"), compared with Baseline condition ● A modest number of additional centerline miles with a high level of access management ○ Few or no additional centerline miles with a high level of access management
Mobility and Access-Con't		C. Increase modal choice and improve mobility options.	Number and quality (e.g., travel time, frequency, duration, service





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Planning Factors	Goal	Proposed Criteria	How Measured
			area) of transit and rail passenger services compared with Baseline condition <ul style="list-style-type: none"> ● Many new services and extensive improvements compared with Baseline condition ● Moderate improvements including some new services ○ Incremental improvements only
		D. Protect personal mobility from endemic (including seasonal) congestion.	Change (from Baseline) in daily person hours of delay on the regionally significant roadway system, from model output
		E. Protect freight transport from endemic (including seasonal) roadway congestion.	Change (from Baseline) in daily hours of commercial vehicle delay on the regionally significant roadways, from model output
II. Transportation/Land Use Integration	Plan transportation facilities to promote land development patterns that maximize modal choice, minimize trip length and enable multi-purpose trips.	A. Be consistent with county comprehensive plans, city/town general plans, tribal plans, federal land management plans (BLM, USFS) and other adopted land use plans, including development master plans.* B. Be consistent with adopted	<ul style="list-style-type: none"> ● Nearly all improvements are highly consistent with most pertinent plans ● The majority of improvements are consistent with most pertinent plans ○ Some projects are markedly inconsistent with some plans <ul style="list-style-type: none"> ● Nearly all improvements are





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		long-range transportation plans, including tribal plans.*	<p>highly consistent with most pertinent plans</p> <ul style="list-style-type: none"> ● The majority of improvements are consistent with most pertinent plans ○ Some projects are markedly inconsistent with some plans
		<i>C. Support existing and locally approved mixed use development.</i>	<ul style="list-style-type: none"> ● <i>Transportation improvements provide strong support for mixed use districts and activity centers</i> ● <i>Improvements provide some support</i> ○ <i>Improvements provide little or no support</i>
		<i>D. Support infill development in cities, towns and built-up unincorporated areas well served by existing infrastructure.</i>	<ul style="list-style-type: none"> ● <i>Transportation improvements provide strong support for infill development</i> ● <i>Improvements provide some support for infill development</i> ○ <i>Improvements provide little or no support for infill development</i>
		<i>E. Support designated redevelopment and revitalization areas.</i>	<ul style="list-style-type: none"> ● <i>Transportation improvements provide strong support for such areas</i> ● <i>Improvements provide some support</i> ○ <i>Improvements provide little or no support</i>





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III. Environmental and Conservation	Protect and enhance the natural and human environment.	A. Promote and increase energy security.	Reduction in vehicle hours of travel compared with Baseline
		B. Reduce vehicular greenhouse gas (CO ₂) emissions.	Reduction in vehicle hours of travel compared with Baseline
		C. Reduce vehicular emissions of air pollutants (e.g., CO, O ₃ , PM) that the EPA regulates or monitors.	Reduction in vehicle hours of travel compared with Baseline
		D. Minimize impacts to environmentally sensitive areas (e.g., biological, cultural, scenic).	<ul style="list-style-type: none"> ● Strong preservation elements ● Moderate preservation elements ○ Few or no preservation elements
		E. Accommodate natural corridors for wildlife movement (as identified by AZ Game & Fish and other resource management organizations).	<ul style="list-style-type: none"> ● Maximum accommodation of known wildlife corridors ● A substantial number of new crossings ○ Implementation of programmed state and local wildlife crossing improvements only
IV. Economic Benefit	Increase economic opportunities in Arizona.	A. Support regional and local (including tribal) economic development plans, priorities, goals and objectives.	<ul style="list-style-type: none"> ● Includes many projects that strongly support economic development priorities throughout the region ● Contains projects that support development priorities in some locations ○ The proposed improvements offer little or no support at the state or local level





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		B. Support industries considered vital to the region or its communities (e.g., tourism, mining, agriculture, timber, international trade).	<ul style="list-style-type: none"> ● Numerous new or improved facilities and services directly serving key industries or destinations ● Some such improvements ○ Few or no such improvements
		C. <i>Modernize and expand infrastructure that supports freight movement and delivery.</i>	<i>No. of infrastructure projects that directly support freight movement and delivery</i>
		D. <i>Co-locate transportation facilities with convenient access to freight terminals</i>	<i>No. of regionally significant roads directly serving freight terminals, multiplied by the no. of terminals served by each road</i>
V. Safety	Maintain and enhance the safety of the transportation system for all users.	A. Provide adequate paved roadway width for safe multimodal (including non-motorized) transportation operations.	Percent of centerline miles (actual for existing roads; estimated for proposed new ones) with shoulder widths of at least five feet in each travel direction. Data sources for existing roads include the State Highway Log and HPMS.
		B. <i>Provide parallel or alternative transportation routes or services to facilitate emergency access, including evacuation.</i>	<ul style="list-style-type: none"> ● <i>Substantial redundancy added to the system (from Baseline condition)</i> ● <i>Some redundancy added</i> ○ <i>Little or no redundancy added</i>





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		C. Improve safety at railroad/highway grade crossings to reduce crashes and injuries.	Number of new railroad/highway grade separations at crossing points
		D. Provide safe and reliable transportation in all weather.	Availability of all-weather roads (roads not liable to closure due to ephemeral flows in normally dry streams or floodplains) <ul style="list-style-type: none"> ● Substantial improvement from Baseline condition ● Moderate improvement ○ Little or no improvement
VI. Cost-Effectiveness	Make the best use of public funds to meet long-term, multimodal transportation needs.	Provide a cost-effective transportation system.	Estimated total cost (capital + operating + maintenance + R/W) per person mile of travel

Italics denote optional criteria; each regional team may choose whether to use them.

*Applicable only to 2030 elements of each alternative.

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