

CIP Scoring Criteria: Active Transportation				
Strategic Value 80%				
Priority	Objective			
Improve Safety 42% Creates an environment in which people feel confident and comfortable traveling or supports elimination of fatalities and serious injuries resulting from traffic crashes.		Includes minor improvements that may improve transportation safety	Includes project elements that have a significant positive impact to transportation safety (e.g., a safety component of a larger project) OR Implements an improvement on a Tier 2 corridor or intersection as defined in the transportation plan	Project is being driven by a transportation safety need (e.g., stand alone safety projects such as HSIP) OR Implements an improvement on a Tier 1 corridor or intersection as defined in the transportation plan
Expand Connectivity 19% Expands travel options throughout Ann Arbor's transportation system with wider regional networks.		Connections within neighborhoods, OR Hyperlocal benefit, OR Along a local street	Neighborhood benefit, OR Along a collector street	Connecting to transit corridors, the Border-to-Border trail, all ages and abilities network, or other larger transportation system, OR System/city-wide or regional benefit, OR Along an arterial street
Enhance Mobility and Reduce Vehicle Miles Traveled (VMT) 14% Prioritizes moving people and goods efficiently; making it easier for people to choose sustainable modes of transportation resulting in VMT reduction.		A sidewalk gap identified as mid-low in the city's sidewalk prioritization system, OR A crosswalk identified as low in the city's crosswalk prioritization system, OR Project would minimally increase the availability of/access to shared mobility vehicles	A sidewalk gap identified as mid-high in the city's sidewalk prioritization system, OR A crosswalk identified as mid in the city's crosswalk prioritization system, OR A bike lane in an area not identified in the transportation plan, OR Project would moderately increase the availability of/access to shared mobility vehicles	A sidewalk gap identified as high or highest in the city's sidewalk prioritization metrics or identified in the transportation plan, OR A crosswalk identified as high in the city's crosswalk prioritization system, OR A bike lane identified as a proposed all, ages and abilities (A3) bike route in the transportation plan, OR Project would significantly increase the availability of/access to shared mobility vehicles
Equity 13% The measured experience of individual, interpersonal, and organizational success and well-being across all stakeholder populations and the absence of discrimination, mistreatment, or abuse for all. Achieved by eliminating structural barriers resulting from historical and present-day inequities and meeting individuals', groups', and organizations' unique needs.	Invest in Areas of Documented Inequity 75% Invest in areas where sources such as data, community feedback, and current or historical research show a documented racial inequity.	N/A	N/A	Investing in an area of documented racial inequity
	Minimize Project Lifecycle Inequities 25% Minimize racial inequity impacts throughout the entire project lifecycle, including temporary impacts (during construction or implementation) and long term (after construction or implementation).	Creates temporary inequity but returns to existing conditions (i.e., no net impact to existing inequities after project completion) (e.g., bus route detours)	No impact to existing inequities (i.e., not better or worse, short or long term)	Addresses existing inequities (i.e., makes the conditions more equitable, long-term)
Improve Accessibility for Persons with Disabilities 7% Improve the accessibility of community resources and benefits for persons with disabilities.		Meets minimum applicable accessibility requirements (e.g., ADA, PROWAG), AND Retains accessibility currently in place (where applicable)	Minimally exceeds applicable accessibility requirements	Significantly exceeds applicable accessibility requirements in attempt to implement Universal Design principles
Support Placemaking 5% Supports a healthy population, sustainable environment, and robust economy, while celebrating and enhancing a unique quality of place. (Healthy People and Sustainable Place)		N/A	Includes minor improvements that improve user experience	Includes project elements that have a significant positive impact to user experience
Other Lenses				

CIP Scoring Criteria: Active Transportation					
Complexity	5%		Low technical complexity, OR Requires coordination with multiple internal entities (e.g., DDA, Housing Commission, other Service Areas or Units), OR Requires Community Engagement in design or decision making at the Low impact or Local level, OR Minimally disruptive to the community (e.g., dust, noise)	Medium technical complexity, OR Requires coordination with 1 external agency (e.g., U-M, MDOT, The Ride, DTE), OR Requires Community Engagement in design or decision making at the High Impact or Citywide level , OR Requires Legal/Attorney's Office involvement for easements or ROW acquisition, OR Multiple internal funding sources to coordinate, OR Requires public art installation, OR Moderately disruptive to the community (e.g., interruptions to driveways, business access - partial project duration)	High technical complexity, OR Requires coordination with railroad or multiple external agencies, OR Requires Community Engagement in design or decision making at the High Impact and Citywide level, OR Requires Legal/Attorney's Office involvement for special assessments, OR Federal funding sources to coordinate (reporting requirements), OR Highly disruptive to the community (e.g., interruptions to driveways, business access - majority project duration, AAATA detour routes, haul route needed for project completion)
			Competitive grant applied for but not yet awarded, OR Supports regional or interagency planning and coordination, OR A project that has minimal interaction with other asset groups	Funding from low-interest loan source, OR Costs can be reduced by aligning project with another project (e.g., street resurfacing with utility replacement), OR Partial project funding (<50%) is from outside non-loan source(s) (e.g., developer, U-M cost sharing, public/private partnership, TAP, STP-U, HSIP, other grants), OR Aligning projects minimizes disruption to the public, OR Provides opportunity to increase consistency across jurisdictional boundary	Costs can be reduced by aligning project with multiple projects (e.g., street resurfacing with utility replacement), OR Substantial project funding (≥50%) from outside non-loan sources, OR Schedule is driven by other high-priority improvements that must be completed within the next two fiscal years, OR Schedule is mandated by policy direction or resolution
Urgency	15%				