

Appendix C

Category Review Sheets (50 points possible)

This evaluation is conducted by the professionals specializing in each project category: Bicycle and Pedestrian; Historic and Archaeological; Safe Routes to School; and Scenic and Environmental. Each Project could receive up to a possible 50 points based on the professional review of project proposals.

Bicycle & Pedestrian transportation projects are evaluated based upon relationship to the transportation system and project characteristics.

Relationship to Transportation System. Need(s) the proposed project will address. The maximum total point value is 35 (select all that apply and combine scores).

10	Included in a local bicycle or pedestrian plan or other transportation, land use and/or economic planning document that addresses bicycle and pedestrian needs
10 OR 5	Completion/maintain of a missing link on a national or statewide facility
	Completion/maintain of a missing link on a local facility
10	Provides new, or maintains, access to major destinations such as schools, shops, transit facilities, park and ride lots and other major community facilities
5	Includes reasonable enhancements to an existing facility (e.g. benches, lighting, etc.), if applicable

Project Characteristics. Degree to which the project addresses existing or future safety problems for bicyclists and/or pedestrians along the existing corridor. The maximum total point value is 15 (select best fit for each item and combine scores).

Conflict Factors and Speed Management (choose all that apply)	Street design to manage speed, e.g. narrower lanes, chicanes, speed humps, crossing islands, etc.	5
	Provide/maintains safe crossing or access at major barriers, e.g. railroads, roadways, closed communities, rivers, etc.	4
	Incorporates pedestrian crossing safety countermeasures (e.g. RRFBs, LPIs, crosswalk visibility enhancements, raised crosswalks, ped crossing refuge islands, PHBs, road diets)	3
	Provide/maintain safe accommodation for bicyclists and/or pedestrians parallel to primary corridors, e.g. along railroads, freeways, rivers, etc.	3

Safe Routes to School (SRTS)

All projects are evaluated based upon current issues, planning process, programming, timeline, and Letters of Support. Infrastructure projects are evaluated on evidence of long-term commitment and initiative for all 5Es. Non-Infrastructure and Infrastructure projects will be scored separately based on the following criteria.

SRTS Non-Infrastructure (Phase 1)

Current Issues – Assesses the level of research done to prepare for a successful project. The maximum total point value is 15.

15	Describes in detail the school(s), the children that attend, and the barriers associated with them walking and biking to school
10	Less detailed description but still provides information about the school(s), the children, and the barriers
5	Information seems to relate mostly to infrastructure needs and there is no talk about the school or kids
0	The application contains no information on current issues

Planning Process – Assesses the level of collaboration and outreach associated with the project through the 5Es. The maximum total point value is 20.

20	Many good partners who are already identified and working together (including railroads, if applicable); planning process is detailed, makes sense, and addresses how concerns and solutions will be identified; section covers all of the 5 Es thoroughly
10	Many partners are identified but that have not begun to work together; there is some description of the planning process and the outcomes hoped to be achieved by it; there is mention of the 5Es
5	Description is vague and/or focuses on infrastructure needs
0	Planning process or programs are not mentioned or focus is entirely on infrastructure needs.

Timeline – Degree to which a focused, realistic timeline has been developed. The maximum total point value is 10 (select best fit).

10	Very detailed timeline that relates to the planning process (contains no Phase 2 activities)
5	Vague timeline or some Phase 2 activities mentioned
0	No mention of a timeline or the timeline contains only Phase 2 activities

Letter of Support – Extent to which support has been received locally, including resolution of support from the applicant and Letter(s) of Support from the municipality and/or school district (depending on applicant), community groups, and the general public. The maximum total point value is 5 (select best fit).

5	Application contains many letters that are unique, as well as the written support of the city or school district, as appropriate
2	Application contains the written support of the city or school district, as appropriate; there are many letters, but they are mostly form letters

1	Application contains only the resolution of support from the applicant and letter of support from the city or school district
0	Required letters are missing (resolution of support from applicant and/or letter of support from city or school district)

SRTS Infrastructure (Phase 2)

Current Issues – Assesses the level of research done to prepare for a successful project. The maximum total point value is 10 (select best fit).

10	A great deal of data describing the school(s), the children that attend, and the barriers associated with them walking and biking to school, including, but not limited to, interaction with railroad crossings (if applicable)
7	Less detailed description but still provides information about the school(s), the children, and the barriers
3	Information seems to relate mostly to infrastructure needs and there is no talk about the school or kids
0	The application contains no information on current issues

Planning Process – Assesses the level of collaboration and outreach associated with the project through the 5Es. The maximum total point value is 10 (select best fit).

10	Many good partners who are already identified and working together (including railroads, if applicable); planning process is detailed, makes sense, and addresses how concerns and solutions will be identified; section covers all of the 5 Es thoroughly
5	Many partners are identified but that have not begun to work together; there is some description of the planning process and the outcomes hoped to be achieved by it; there is mention of the 5Es
3	Description is vague and/or not all E's are addressed.
0	Planning process or programming opportunities are not mentioned or relates entirely to infrastructure needs.

Initiatives for All 5 Es – Assesses the level of collaboration and outreach associated with the project through the 5Es. The maximum total point value is 10 (select best fit).

10	Very detailed approach, highly supported by all involved, solutions selected meet the needs of the community and were identified through the public involvement process
5	Details provided but not very specific, may not have been identified through public involvement
3	Description is heavy on engineering and vague on the other 4 Es
0	Description is all about engineering and provides no details on the other 4 Es

Resolution of Points of Conflict and/or Speed Management – Degree to which the project addresses existing or future safety problems for bicyclists and/or pedestrians along the existing corridor. The maximum total point value is 10 (select all that apply).

3	Street design to manage speed, e.g. narrower lanes, chicanes, speed humps, crossing islands, etc.
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3	Provide/maintains safe crossing or access at major barriers, e.g. railroads, roadways, closed communities, rivers, etc.
2	Incorporates pedestrian crossing safety countermeasures (e.g. RRFBs, LPIs, crosswalk visibility enhancements, raised crosswalks, ped crossing refuge islands, PHBs, road diets)
2	Provide/maintain safe accommodation for bicyclists and/or pedestrians parallel to primary corridors, e.g. along railroads, freeways, rivers, etc.

Evidence of Long-Term Community Commitment – Assesses the level of commitment from the community evident in the application materials. The maximum total point value is 10 (select all that apply).

3	Community is involved with other bicycle and pedestrian initiatives
3	Municipality has a Bicycle Plan or Pedestrian Plan
2	Municipality has adopted a Complete Streets policy
2	The proposed project connects to a regional bicycle or pedestrian network
0	Project does not demonstrate community commitment or a tie to ped/bike planning document or policy

Historical & Archeological – transportation projects are evaluated based upon project usage, historical importance as it relates to transportation, and characteristics. For example, a project with usage of over 20,000 people at a National Landmark which is representative of a significant period in Kansas’ transportation history would score well.

Project Usage – Estimated user base within a logical distance from the project. This is the approximate number of people who may have a direct benefit from the proposed project on an annual basis (e.g. the number of visitors to the site or facility, or the number of people moving past a site). Please elaborate on how you determined this number in your application. The maximum total point value is 15.

15	>20,000 people
10	5,000 to 20,000 people
5	<5,000 people

Historical Importance – The extent that the project preserves a historically or archaeologically significant site. The maximum total point value is 15.

15	Site is a National Landmark
10	Site is on National Register
5	Site is eligible for inclusion on National Register

Characteristics – Number of historic transportation characteristics the project possesses. The transportation component of the project must be explicit and well defined; a preservation professional reviewing the application will make final determination on these items and whether the application qualifies for any of the points. The maximum total point value is 20.

5	The site is directly associated with transportation history
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0	The site is not directly associated with transportation history
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If your answer to the first question under *Characteristics* earned you 5 points, we will select all that apply from the below three additional questions and combine points.

5	The site involves the use of materials or techniques that are historically or archaeologically unique
5	The site was designed, constructed or occupied by a person of historic significance
5	The site is one of only a few remaining examples of a once common structure/site in Kansas

Scenic & Environmental – transportation projects are evaluated on estimated user base near project and the project characteristics.

Estimated user base within a logical distance from the project – Please choose only one of the following standards to describe the user base of the project in the application. The maximum total point value is 15.

- The Residents and Workers standard is a factor of census and employment data for individuals within a one-mile area surrounding the project
- The Vehicles standard uses the number of vehicles that pass the location on an average daily basis (AADT)
- The Percentage of Population standard uses the total number of visitors reasonable expected to use the project divided by your jurisdiction’s total population

Residents & Workers		OR	Vehicles (AADT)		OR	Estimated usage based on % of population from 2010 Census	
15	>20,000		15	>20,000		15	>25% of your population
10	5,000 to 20,000		10	10,000 to 20,000		10	15-25% of your population
5	<5,000		5	<10,000		5	<15% of your population

Project Characteristics – degree of the project’s environmental and visual impact and linkage to regional transportation. The maximum total point value is 35.

10	The project will remove an existing visual blighting influence or will substantially enhance the visual environment (i.e. context sensitive design).
10	The project is unique to the area’s identity.
5	The project is a good use of public dollars that can be quantified with short- and long-range economic benefits (i.e. promotion of tourism, enhancement of central/downtown business district, context sensitive design).
5	The project is directly related to transportation.
5	The project will have a positive influence and/or mitigate a site that is at risk of continued deterioration.