

Quality Transportation Improvement Program

QTIP

A solid orange horizontal bar spanning the width of the slide at the bottom.

Current Climate

Transportation in Salt Lake City has gotten a lot attention recently

- New revenue sources
 - UDOT TTIP
 - Funding our Future
 - Investment in Transit
- Increasing interest in air quality
- Mobility as an economic driver
- Land Use / Transportation interface
- Mobility vs. quality of life

A Good Problem

More than 1000 identified potential projects

- Master Plans
- CIP
- Funding or Future
- RTP
- Partnership with UTA

Greatly increased city bandwidth

- Increased staff
- Additional funding sources

QTIP – Two Phases



GIS based prioritization

Work in progress

21 geographic factors awards points

Objective scoring

Tied to city values

- Sustainability
- Equity
- Safety
- Good governance



Professional Judgement / Project Readiness

Makes sure projects are funded and have available staff

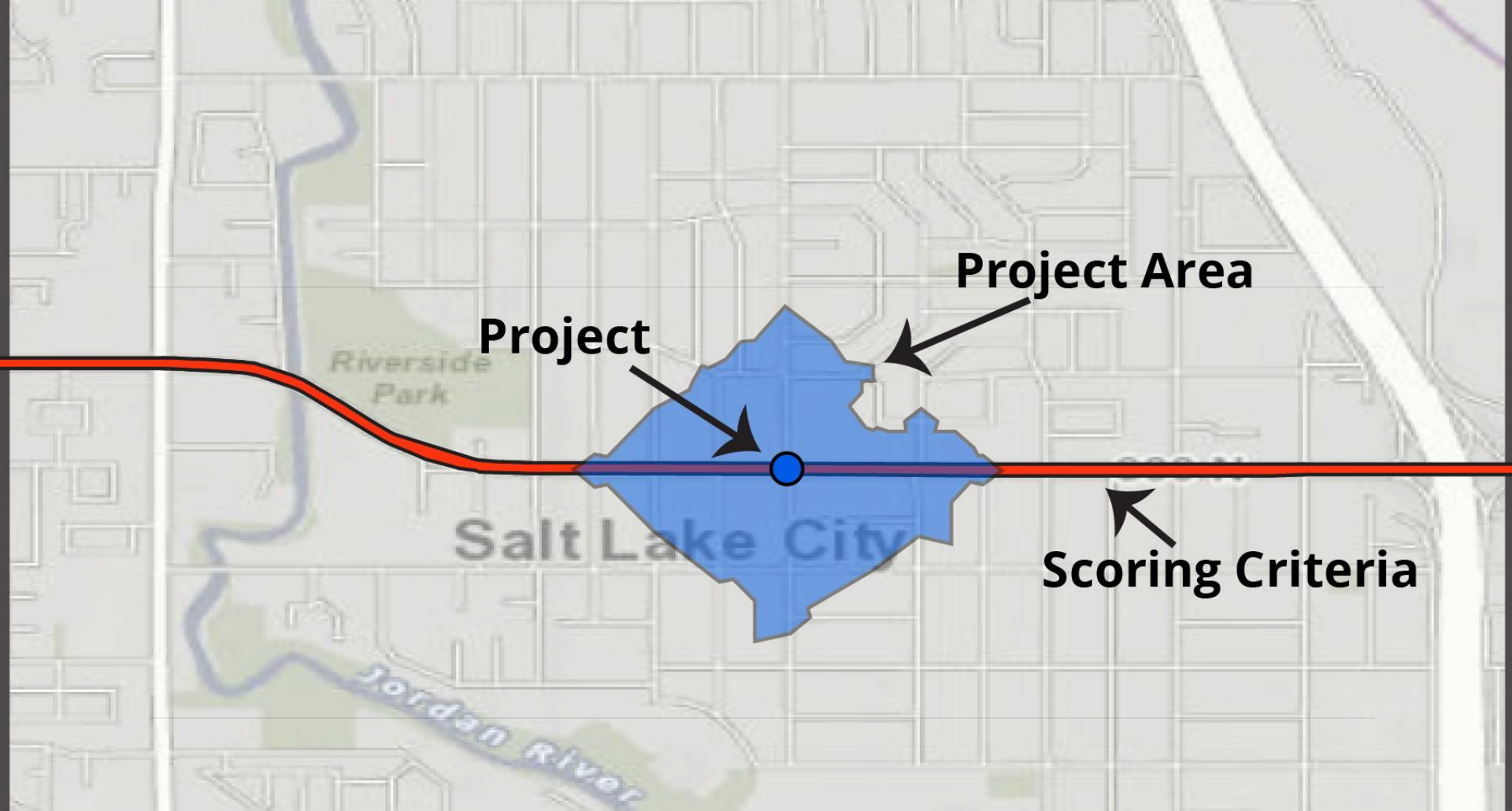
Allows for incident, changing environment, and politics

GIS Based Prioritization

Projects are awarded points based on their physical proximity to scoring criteria

Criteria include

- Concentrations of crashes
- Interaction with a master plan project
- Equity data
 - Census
 - WFRC
 - UTA
- Pavement Condition
- Employment Centers



Scoring Example

Scoring Pros and Cons

Pros

- All projects are evaluated on equal footing
- Large numbers of projects can be scored at the same time
- Objective criteria

Cons

- There are undoubtedly criteria we are missing
- Weighting is tough and will always show some kind of bias
- Projects are scored the same, but do not necessarily function the same
- Bigger project areas inherently score higher

Additional Benefits of Scoring



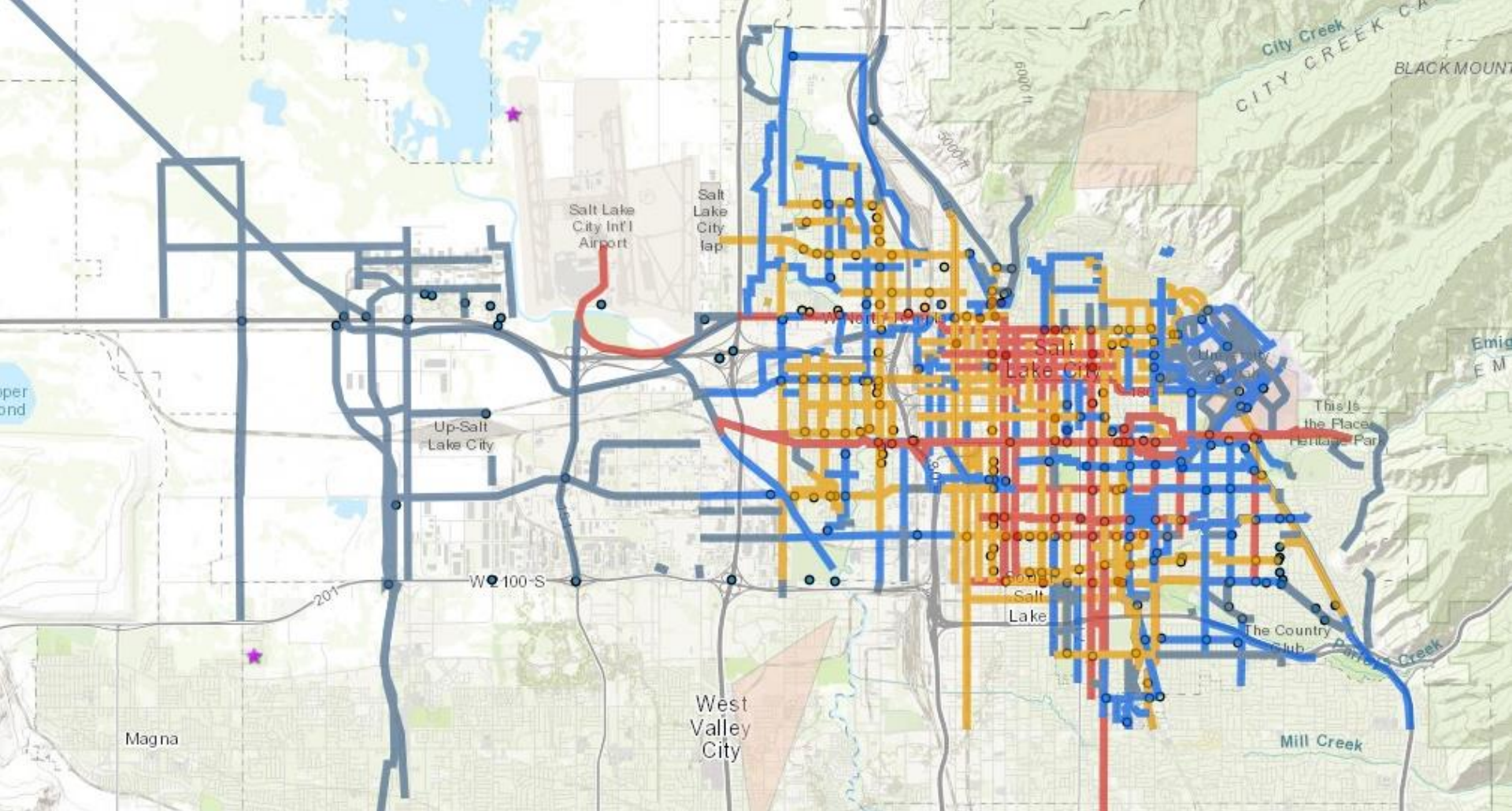
Funding application information



Advance knowledge of potential partners

Warning about potential risks

Crucial information for public engagement



Scoring Overview

QTIP - Beyond the Score



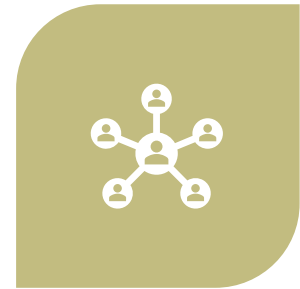
THE GIS SCORING
PROCESS IS A STARTING
POINT



SCREENING RATHER THAN
SELECTION



PURPOSEFULLY DOES NOT
ACCOUNT FOR FUNDING
OR OUTSIDE PRESSURE



NETWORK INTERACTIONS
ARE NOT (YET)
ACCOUNTED FOR

QTIP – Beyond the Score

Input other than the score is still our most important factor in selection

- Transportation Staff
- Advisory Boards
- Master Plans
- The Public
- Elected Officials
- Funding Opportunities
- Critical Incidents
- Partner Organizations