

Goals	Potential Metrics (Contained in Survey)	Scoring Scale				Resources for Determining Score
		-1	0	1	2	
Goal 1: Sustainability <i>(environmental benefits only; other sustainability benefits are dealt with under goals 3 and 6)</i>	<ol style="list-style-type: none"> Does the project increase the potential for walking, biking or taking transit? Does the project impact identified environmentally sensitive areas? 	Degrades non-motorized travel, negatively impacts the environment, increases vehicle emissions, and/or decreases network connectivity. <i>Example:</i> Enhances motorized vehicle capacity without providing pedestrian or bicycle facilities.	No impact. <i>Example:</i> None.	Indirectly improves non-motorized travel, decreases vehicle emissions and/or increases network connectivity. <i>Example:</i> Projects aimed at reducing vehicle crashes which in-turn reduces vehicle delay and emissions.	Directly improves non-motorized travel, decreases vehicle emissions and/or increases network connectivity. <i>Example:</i> Constructing pedestrian and bicycle facilities.	<ul style="list-style-type: none"> Pedestrian Network Map Bicycle Network Map Activity Centers Map Transit Service Map Land Use Zoning Map Environmentally Sensitive Areas Map
Goal 2: Local Businesses and Jobs	<ol style="list-style-type: none"> Is the project located in or near an existing or future employment area? Does the project create a direct connection from a highway or other major facility to an employment area? 	Degrades access and/or mobility to existing or future employment areas. <i>Example:</i> Capacity enhancement without providing pedestrian or bicycle facilities.	No impact. <i>Example:</i> Capacity enhancement not related to an employment area.	Indirectly improves access and mobility to existing or future employment areas. <i>Example:</i> Projects aimed at reducing vehicle crashes.	Directly improves access and mobility to existing or future employment areas. <i>Example:</i> Capacity or active transportation enhancement project to or within an employment area.	<ul style="list-style-type: none"> Pedestrian Network Map Bicycle Network Map Activity Centers Map Transit Service Map Land Use Zoning Map
Goal 3: Livable and Local	<ol style="list-style-type: none"> Does the project increase connections between residential areas and commercial areas or to daily needs and services? Does the project reduce the potential impacts of flooding? Does the project help implement a local land use or development plan? 	Degrades neighborhood connectivity and/or access to daily needs or services. <i>Example:</i> Capacity enhancements that divide a contiguous neighborhood.	No impact. <i>Example:</i> None.	Indirectly improves neighborhood connectivity and/or access to daily needs or services. <i>Example:</i> Providing sidewalk access to an activity center but not connecting to a residential area.	Directly improves neighborhood connectivity and/or access to daily needs or services. <i>Examples:</i> <ul style="list-style-type: none"> Pedestrian or bicycle facility connecting residential to commercial areas or daily needs and services. Roadway improvements to prevent flooding on key roadway connections in rural areas. 	<ul style="list-style-type: none"> Pedestrian Network Map Bicycle Network Map Activity Centers Map Transit Service Map Land Use Zoning Map
Goal 4: Safety and Health	<ol style="list-style-type: none"> Does the project improve a safety focus intersection, a candidate road safety audit corridor or an ODOT Safety Priority Index System (SPIS) site? Does the project have the potential to reduce emissions near schools or densely populated areas? 	Degrades health and/or increases the likelihood of crashes. <i>Example:</i> Increases vehicle emissions within 500 feet of a school.	No impact. <i>Example:</i> Enhancing capacity on an existing roadway with pedestrian and bicycle facilities that is not within 500 feet of a school or densely populated area.	Indirectly improves health and/or decreases the likelihood of crashes. <i>Example:</i> Constructing safety improvements at an intersection or on a corridor that are not part of a safety focus intersection or road safety audit.	Directly improves health and/or decreases the likelihood of crashes. <i>Example:</i> Constructing a safety improvement (e.g., single-lane roundabout, realign intersection) at a safety focus intersection or on a candidate road safety audit corridor.	<ul style="list-style-type: none"> Highway Safety Manual Pedestrian Network Map Bicycle Network Map Activity Centers Map Safety Focus Intersections Candidate Road Safety Audit Corridors
Goal 5: Equity	<ol style="list-style-type: none"> Is the project located in a transportation disadvantaged area and does it increase transportation options for that disadvantaged community? Does the project increase access for transportation-disadvantaged populations to daily needs and services such as schools, medical services, jobs and groceries? 	Degrades transportation options, facilities, and/or community for transportation disadvantaged populations. <i>Example:</i> Constructing a freeway or highway through a transportation disadvantaged area.	No impact. <i>Example:</i> Enhancing rural capacity in an area that is not classified as transportation disadvantaged.	Indirectly improves transportation options and/or facilities for transportation disadvantaged populations. <i>Example:</i> Providing sidewalk access to an activity center that is not within a transportation disadvantaged area.	Directly improves transportation options and/or facilities for transportation disadvantaged populations. <i>Example:</i> Providing sidewalks to transit stops within an area with a high percentage of transportation disadvantaged population.	<ul style="list-style-type: none"> Transportation Disadvantaged Population Map Activity Centers Map Pedestrian Network Map Bicycle Network Map Transit Network Map
Goal 6: Fiscally Responsible	<ol style="list-style-type: none"> What is the estimated cost effectiveness of the project? Is the project located within an area prone to landslides? 	Cost effectiveness factor is in the lower 50 th percentile, indicating it is not a cost-effective project. Project is in area prone to landslides.	Cost effectiveness factor is in the 50 th to 60 th percentile.	Cost effectiveness factor is in the 70 th to 90 th percentile.	Cost effectiveness factor is in the 90 th or above percentile.	Cost effectiveness factor calculations described in Step 5.