This list of potential evaluation criteria represents measures that may be applicable to the ATNI, selected from a larger group of measures. A smaller subset of these measures (up to 10) will be selected for use in the the evaluation phase of the ATNI project, based on feedback from the TAC and SAC.

ODOT Statewide Bicycle and Pedestrian Plan Goal		Potential Measures for use in ATNI Suitability Analysis	Data Availability and Source?	Sources of Measures: Metro RATP	Metro Regional Flex Funds	Connect Oregon	STIP Enhance funds	OBPAC Transportation Enhance	MOSAIC	OTP Goals	Wash Co Ped / Bike Prioritization	Stakeholder suggestions	NCHRP 7-17
Safety													
	1	Number of crashes (by severity; ped/bike involved)		●					●		●	●	●
	2	Level of Traffic Stress										●	●
	3	Vehicle speeds										●	●
	4	Average Daily Traffic									●	●	●
	5	Number of lanes										●	●
	6	Truck route									●		
	7	Presence of crossings (signalized or enhanced)											●
	8	Crash rates					●					●	●
	9	"Cost" of crashes (PDO equivalent analysis)										●	
	10	Presence or width of shoulder											●
	11	Existing bike facility width											●
	12	Existing sidewalk width											●
Mobility & Efficiency													
	13	Fills gap in the network with no alternate route										●	
	14	Critical link in system that will measurably improve utilization and efficiency				●							
Accessibility & Connectivity													
	15	Proximity/access to transit and essential destinations*			●						●	●	●
	16	Population density									●		●
	17	Density of land uses						●				●	
	18	Type / mix of land uses									●	●	
	19	Within hazard bussing zone for schools										●	
	20	Number of roadway miles and intersections per square mile									●		
	21	2040 town centers/station areas			●							●	
	22	Future land use plans									●	●	
	23	Topography resulting in undesirable grades											●
	24	Transit Ridership										●	●
Community & Economic Vitality													
	25	Increase in use by providing good user experiences (attracts new visitors/residents/businesses)			●							●	
	26	Scenic bikeways										●	
Equity													
	27	Presence of vulnerable users ("transportation vulnerability")										●	
	28	Percent of census tracts with above average rates of poverty		●							●		●
	29	Percent of census tracts with above average portions of ethnic minorities		●							●		●
	30	Percent of census tracts with above average portions of children and elderly		●							●		●
	31	Percent of census tracts with below average vehicle access											●
	32	Serves all ability levels										●	
	33	Urban, rural, and suburban areas										●	
	34	Paratransit activity											●
Health													
	35	Bicycle ridership (from Strava) to identify preferred recreational routes										●	
	36	Proximity to health/treatment/services facilities (see *Accessibility & Connectivity* : included in "essential destinations")										●	●
	37	Proximity to parks (see *Accessibility & Connectivity* : included in "essential destinations")										●	●
Sustainability													
	38	Natural, built, and cultural resources at risk							●				
Strategic Investment													
	39	Project feasibility - right-of-way available										●	●
	40	Project costs / capital costs							●			●	●
	41	Opportunity to leverage funds from other sources			●	●	●						●
	42	Provides the greatest benefit in relation to costs					●						
	43	Upcoming construction or maintenance planned											●
	44	Project feasibility - structure, environmental or other physical constraint										●	●
	45	Reduces need for highway expansion			●		●						
Coordination, Cooperation, and Collaboration	46	Priority in local jurisdiction plans										●	●
	47	Regional Active Transportation Plan classification										●	
	48	Leverages private development or other funding partnerships										●	
	49	Level of expressed public interest											●

*Essential destinations are defined in Metro's Regional Tranportation Plan as hospitals and medical centers, major retail sites, grocery stores, elementary, middle and high schools, pharmacies, parks/open spaces, major social service centers (with more than 200 monthly LIFT pick up counts), colleges and universities, employers with greater than 1,500 employees, sports and attraction sites and major government sites.

Indicates alignment of source with overarching goal.

● Indicates a measure used by source.