

PROJECT RANKING SCORECARD

Criteria		Points	Reference	
Community Need & Population Served	Project is within a block group with higher than average proportion of resident who are	people of color	City-Wide Demographic Maps	
		people with disabilities		
		people with language barriers		
		people experiencing poverty		
		under 18 years old		
		at least 65 years old		
	obesity rates			
	Project has been identified in a community plan (e.g., Neighborhood Plan, advocacy report, etc.)		Community Plan Map	
	Serves residents in the immediate area		Connection to or disconnect from local neighborhood	
	Capitalizes on existing neighborhood infrastructure and character		Project is integrated into the neighborhood	
Includes measures to mitigate against risk of displacement (residential and/or commercial)		Project includes incentives or encouragement to maintain existing residents and businesses		
Project serves a high-density area or large number of residents		Census population map		
Active Transportation	Encourages walking, bicycling, or taking transit over personal vehicles		Mode(s) prioritized	
	Pedestrian access to	schools (K through college)	Access map - scored on how close the project is and how directly it connects to a destination	
		recreation (parks, paths, community centers, senior centers)		
		transit		
		healthy food (grocery stores)		
		closest neighborhood hub		
	Bicycle access to	schools (K through college)	Access map - scored on how close the project is and how directly it connects to a destination	
		recreation (parks, paths, community centers, senior centers)		
		transit		
		healthy food (grocery stores)		
		closest neighborhood hub		
	Transit access to	schools (K through college)	Access map - scored on how close the project is and how directly it connects to a destination	
recreation (parks, paths, community centers, senior centers)				
healthy food (grocery stores)				
closest neighborhood hub				
Safety	Safety of pedestrian infrastructure	perceived safety (through design)	Incorporation of wayfindings, lights, or aesthetic improvements	
		real safety (through engineering or treatments)	Incorporation of speed controls, signals, or markings	
	Safety of bicycle infrastructure	perceived safety (through design)	Incorporation of wayfindings, lights, or aesthetic improvements	
		real safety (through engineering or treatments)	Incorporation of speed controls, signals, or markings	
	Safety of transit infrastructure	perceived safety (through design)	Incorporation of wayfindings, lights, or aesthetic improvements	
		real safety (through engineering or treatments)	Incorporation of speed controls, signals, or markings	
	Safety of vehicular infrastructure	perceived safety (through design)	Incorporation of wayfindings, lights, or aesthetic improvements	
		real safety (through engineering or treatments)	Incorporation of speed controls, signals, or markings	
	Lowers speed of vehicular travel			Speed limit or built environment changes (speed bumps, design, etc.)
	Exposure to Air Toxins	VMT reduction		Prioritizes walking, bicycling, taking transit, or car share over SOV use
Decreases vehicular congestion		Traffic control or encourages mode shift		
Decreases freight congestion		Traffic controls		
Use of technology improvements that reduce toxic emissions (e.g., electric vehicles, ITS)		Incorporates "green" technologies		
Freight redirected from neighborhoods		Incorporates new freight routes or discourages routes through residential areas		
Completes Transportation Network	ADA non-compliance		Current condition v. new	
	Gaps in pedestrian network		Pedestrian network map	
	Gaps in bicycle network		Bicycle network map	
	Gaps in transit network		Transit network map	
TOTAL SCORE				