D. Prioritization Memorandum

University Area Transportation Action Strategy

Prioritization Memorandum

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SUMMARY

This memorandum reviews the prioritization process used to evaluate the UATAS projects. Much of the information contained is from the City of Seattle's Department of Transportation Project Prioritization Criteria. The Early Implementation and Partnership projects were not included in the prioritization process.

PRIORITIZATION CRITERIA

The SDOT Project Prioritization Criteria uses seven criteria to evaluate transportation projects for the TIP. Each category is given a number of points with the sum of these projects equaling 100 points. The categories are as follows:

- Safety (20 points)
- Mobility Improvements (15 points)
- Preserving and Maintaining Infrastructure (15 points)
- Cost Effectiveness or Cost Avoidance (15 points)
- Comprehensive Plan/ Urban Village Land Use Strategy (15 points)
- Improving Environment (10 points)
- Economic Development (10 points)

For the Action Strategy, each of the proposed projects were reviewed based upon the criteria above. The results of the analysis were used to identify whether a project was a High or Medium priority project. The prioritization process was not applied to the early implementation or partnership projects.

CRITERIA DEFINITIONS

Establishing a particular score for an individual criterion requires a consistent definition of what the criterion is measuring and how the criterion is applied. The following definitions were used to guide the scoring of the Action Strategy recommendations.

Safety – 20 pts max

- To what extent does this project reduce an identified safety problem?
- To what extent does this project address a high collision intersection or corridor?
- To what extent does this project improve personal safety or security?
- To what extent does this project reduce hazards from a natural or other disaster?
- To what extent does this project reduce potential future safety problems?
- To what extent does this project reduce risk and potential liability to the City?

High (15-20 pts) - Project eliminates or reduces an identified existing safety problem which is causing fatalities, severe injuries or a high level of minor injuries or property damage.

Project addresses an intersection or corridor which is on the current list of High Accident Locations (HAL), High Accident Corridors (HAC), Pedestrian Accident Locations (PAL) or Bicycle Accident Locations (BAL). Project addresses risk to high number of individuals. Project addresses security risks on critical pieces of transportation infrastructure.

Medium (6-14 pts) - Project eliminates or reduces an identified existing safety problem which is causing a moderate amount of minor injuries and/or property damage. Project addresses catastrophic risk to moderate number of individuals. Project addresses risk to moderate number of individuals. Project addresses security risks for transportation infrastructure on arterial network.

Low (1-5 pts) – Project eliminates or reduces an existing safety problem which is causing some amount of minor injuries and/or property damage or addresses potential future safety problem. Project addresses security risks on non-arterial network.

Mobility improvement – 15 pts max

- How much does the project improve overall mobility?
- How much does it help reduce reliance on the automobile?
- Does the project benefit more than one non-auto mode?
- How much does it improve mobility for pedestrians?
- How much does it improve mobility for bicyclists?
- How much does it improve mobility for transit?
- How much does it improve mobility for freight?
- Does the project increase access and mobility for special needs populations?
- Does this project improve the information SDOT gives travelers about using the transportation system?

High (11-15pts) – Project adds person carrying capacity or reduces travel time, improving mobility. Project includes elements which significantly reduce congestion and improve the flow of traffic. Project improves access and mobility for multiple modes including transit, pedestrians and freight mobility. Project area serves a large number of system users. Project is a Major Truck route and/or Major Transit Route.

Medium (5-10 pts) – Project reduces congestion or travel time primarily for general traffic or provides traveler information. Project helps provide safe and convenient alternative to SOV travel. Project area serves a moderate number of system users.

Low (1-4 pts) – Project addresses potential future congestion problems. Project maintains current levels of congestion or access for freight, transit, pedestrian or bicycles. Project area serves a low number of system users.

Preserving and maintaining infrastructure – 15 pts max

- To what extent does the project address one or more major maintenance items?
- To what extent does the project reduce the backlog of deferred maintenance?

- To what extent does the project maintain or improve the reliability of the transportation system?
- To what extent does the project extend the service life of the affected portions of the transportation system?

High (11-15pts) – Project extends the service life of one or more major infrastructure elements for a significant length of time, removes those elements from the backlog list and/or provides a substantial service level improvement.

Medium (5-10pts) – Porject extends the service life of one or more moderate infrastructure elements for a moderate length of time, removes those elements from the backlog list and/or provides a service level improvement.

Low (1-4 pts) – Project extends the short-term service life of one or more infrastructure elements, and/or provides some service level improvement.

Cost effectiveness or cost avoidance – 15 pts max

- To what extent do the benefits of this project outweight costs?
- To what extent does this project reduce the City's exposure to financial risk?
- To what extent does this project reduce relative life-cycle costs?
- To what extent does this project reduce the need for new infrastructure investment?
- To what extent can this project generate new funding?
- To what extent does this project leverage spending by other City departments or funding from other agencies?

To what extent does this improve the efficiency of the transportation system?

High (11-15 pts) - Project provides a high level of benefit at a low cost. Project leverages high level of funding from other City departments, other agencies or private development. Project completes a current phase where a significant amount of funds have already been spent. Project utilizes a low cost alternative.

Medium (5-10 pts) – Project begins a subsequent phase (ie Phase II, when Phase I has already been completed) Project uses a moderate level of innovative techniques or low cost alternatives. Project has a moderate commitment of partnership funds from other departments, agencies or private development.

Low (1-4 pts) – Project is high cost with low benefit to reducing life-cycle costs and exposure to financial risk. Project has limited outside funding commitments.

Comprehensive Plan/Urban Village land use strategy – 15 pts max

- To what extent does the project support the Comprehensive Plan goals for transportation?
- To what extent does the project support the Transportation Strategic Plan?
- To what extent does the project support growth in Urban Villages or Manufacturing and Industrial Centers?

- Is this project a priority in a Council-adopted Neighborhood Plan?
- Does this project address race & social justice needs?

High (11-15pts) – Project is located in an Urban Center, supports the Comp Plan and Transportation Strategic Plan goals and also includes one or more high-priority elements from a Council-adopted Neighborhood Plan. Project facilitates movement into or between Urban Centers, Villages and/or Manufacturing and Industrial Centers along major corridors. Project facilitates travel by alternative modes between Urban Centers, Villages and/or Manufacturing and Industrial Centers.

Medium (5-10 pts) – Project is on a roadway or corridor which connects or provides access into Urban Centers, Urban Villages, or Manufacturing and Industrial Centers. Project includes medium priority Neighborhood Plan elements or supports Neighborhood Plan objectives. The project is in a low income or underserved area.

Low (1-4 pts) – Project support for Comp Plan goals, the Urban Village concept or Neighborhood Plans, is lacking or very indirect.

Improving the Environment – 10 pts max

- To what extent does the project promote healthy neighborhoods with a transportation system that protects and improves environmental quality?
- To what extent does the project reduce or mitigate air, water and noise pollution?
- To what extent does the project promote energy-efficient transportation?

High (8-10 pts) – Project includes a high level of ped/bike/transit improvements which would improve environmental quality. Project supports reduction in air, water and/or noise pollution from motor vehicles and promotes energy efficient transportation.

Medium (4-7 pts) – Project has a moderately positive effect on the quality of the environment by improving transit/ped/bike facilities or traffic flow, minimizing stop and go traffic and idling.

Low (1-3 pts) – Project has a low effect on the quality of the environment.

Economic development – 10 pts max

- To what extent does the project support community and economic development in major development areas (areas of focus may change with time)?
- To what extent does the project support business functionality?
- To what extent does this project support creation or retention of employment opportunities?

High (8-10 pts) – Project provides access crucial to a major business center. Project provides infrastructure essential to development that will create substantial new jobs.

Medium (4-7 pts) – Project facilitates access to a major business center. Project provides or restores infrastructure important to development that will create significant new jobs. Project provides infrastructure important to the retention of businesses and jobs.

Low (1-3 pts) – Project provides access that is incidental to business activities. Project supports little or no job creation.

FINAL SCORING

The analysis assigned the point for the prioritization criteria for each of the projects and then the total score was determined. Projects that scored above 50 points were defined high priority and projects below 50 points were defined as medium priority. **Table 1** summarizes the scoring for the individual UATAS projects. Note that Early Implementation and Partnership Projects were not included in the prioritization.

Table 1. High Priority Projects

UATAS Improvement Projects Evaluation		Evaluation Criteria					
Project ID Number	Project Title/ Description	Safety	Mobility Improvements	Preserving and Maintaining Infrastructure	Cost Effectiveness or Cost Avoidance	Comprehensive Plan/ Urban Village Land Use Strategy	Improving Environment
		20	**15**	**15**	**15**	**15**	**10**
High Priority Projects							
1	Stripe the westbound curb lane as transit/right-turn only lane on NE 45th Street from 15th Avenue NE to 7th Avenue NE; convert the left-turn lane to a through-lane	20	15	1	15	15	9
3	Extend the northbound left-turn pocket at the 15th Avenue NE/ NE 45 Street intersection; modify signal to improve bus movements on NE 45th Street	12	15	1	15	13	6
4	Designate right curb lanes as peak period bicycle/ transit lanes on Roosevelt Way NE/11th Avenue NE; maintain the existing one-way couplet	17	15	1	14	14	6
5	Improve Burke-Gilman Trail crossing at the 25th Avenue NE/ NE Blakely Street intersection	20	14	1	10	10	6
6	Widen sidewalks and place curb extensions on NE 43rd Street between Roosevelt Way and 15th Avenue NE	13	15	1	6	13	9
7	Provide bike box/ bike queue bypass; modify signal at the Eastlake Avenue E/ Fuhrman Avenue E intersection; provide ramp for bicyclists to access push Button at the Eastlake Avenue E/ Harvard Avenue E intersection to use crosswalk	16	5	5	15	13	6
8	Reconfigure intersection of Eastlake Avenue E and Campus Parkway/ NE 40th Street to slow traffic; add bike lanes and sidewalks to reduce conflicts between modes and improve safety	18	13	1	5	15	8
9	Reconfigure University Way NE from NE 50th to 15th Avenue NE to provide wider sidewalks and bike facilities	10	14	1	5	15	6
10	Reconfigure Ravenna Boulevard/Ravenna Place NE/Ravenna Avenue NE and NE 55th Street to provide curbs, gutters, sidewalks; delineate street corners	19	14	1	14	8	4
11	Construct pedestrian/bike trail under NE 45th Street viaduct to directly connect NE 45th Street at 22nd Avenue NE with the Burke-Gilman Trail	8	14	1	8	14	9
12	Improve Burke-Gilman Trail crossing at Brooklyn Avenue NE	18	6	1	13	13	6
13	Install curb extensions at the NE 55th Street intersections on Roosevelt Way and 11th Avenue NE	14	8	1	13	7	5
14	Provide contiguous, safe bike connection from Burke-Gilman Trail east of 7th Avenue NE to southbound Eastlake Avenue E; add a bike lane and remove on-street parking on south side of NE 40th Street	15	14	1	1	14	5
15	Extend HOV lane on southbound Montlake Boulevard NE from NE Pacific Place to 25th Avenue NE	4	15	1	6	13	10
16	Provide colored, textured crosswalks for Burke-Gilman trail crossing at the University Way NE/NE Pacific Street intersection	19	7	1	13	5	4

Table 2. Medium Priority Projects

UATAS Improvement Projects Evaluation		Evaluation Criteria							
Project ID Number	Project Title/ Description	Safety	Mobility Improvements	Preserving and Maintaining Infrastructure	Cost Effectiveness or Cost Avoidance	Comprehensive Plan/ Urban Village Land Use Strategy	Improving Environment	Economic Development	Total
		20	**15**	**15**	**15**	**15**	**10**	**10**	**100**
Medium Priority Projects									
20	Construct curb bulb and wider sidewalk on east side of NE 8th Avenue between NE 64th Street and 65th Street; Re-channelize street segment to provide NB right-turn pocket	8	10	1	10	12	6	2	49
21	Extend existing eastbound HOV lane on NE Pacific Street to 15th Avenue NE	4	14	1	6	13	9	2	49
22	Close Weedin Place at the location where it meets 8th Avenue NE and NE 66th Street to traffic; provide landscaping and other pedestrian amenities	4	6	1	11	12	8	6	48
23	Provide left-turn pockets on NE 50th Street at 15th Avenue NE; modify signal operation	19	8	1	14	2	2	1	47
24	Create bicycle connection from Union Bay Place NE to Burke-Gilman Trail at 36th Avenue NE	10	12	1	10	7	4	1	45
25	Create pedestrian/bike trail connection between Burke-Gilman Trail and University Village entrance at NE 47th Street; form a four-way intersection at 25th Ave NE/ NE 47th Street	15	10	1	7	7	2	2	44
26	Construct roundabout at 7th Avenue NE and NE 40th Street	8	15	1	7	5	5	2	43
27	Install pedestrian actuated signal at NE 41st Street on 11th Avenue NE	17	8	1	8	3	3	2	42
28	Provide off street pedestrian/bike trail parallel to Ravenna Avenue NE from NE 55th Street to NE Ravenna Boulevard	11	7	7	7	3	6	1	42
29	Extend northbound left-turn/U-turn lane at Hamlin Street on Montlake Boulevard	10	8	1	13	2	2	1	37
30	Provide northbound and southbound left-turn pockets at the 25th Avenue NE/ NE 55th Street intersection	20	7	1	5	2	1	1	37
31	Widen sidewalk on south sides of NE 45th Street from 15th Avenue NE to 20th Avenue NE	10	8	1	2	8	6	1	36
32	Reconstruct Northlake Way; add curbs, sidewalks and bike lanes	3	5	5	7	2	2	7	31
33	Provide pedestrian and bike improvements at the Montlake Boulevard NE/ NE Shelby Street intersection (Phase 2)	6	7	1	7	2	4	1	28
34	Provide traffic control devices to reduce vehicle speeds on NE 50th Street from 30th Avenue NE to 35th Avenue NE	6	8	1	2	5	4	1	27
35	Install variable message sign in the vicinity of the Montlake Boulevard/ NE 45th Street intersection	4	5	1	8	2	5	1	26