

University Area Transportation Action Strategy
Appendices

D. Prioritization Memorandum

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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) – Project 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 outweigh 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 45 points were defined high priority and projects below 45 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.

PRIORITIZATION PROCESS



Table 1. UATAS Project Prioritization Table

| Project # | Project Title/Description | Evaluation Criteria | | | | | | | Total |
|-------------------------------|--|---------------------|----------------------|---|--------------------------------------|--|-----------------------|----------------------|-------|
| | | Safety | Mobility Improvement | Preserving and Maintaining Infrastructure | Cost Effectiveness or Cost Avoidance | Comprehensive Plan/Urban Village Land Use Strategy | Improving Environment | Economic Development | |
| | | 20 | 15 | 15 | 15 | 15 | 10 | 10 | 100 |
| High Priority Projects | | | | | | | | | |
| 1 | Stripe the westbound curb lane as transit/right-turn only lane on NE 45th St from 15th Ave NE to 7th Ave NE; convert center left-turn lane to a through-lane | 20 | 15 | 1 | 15 | 15 | 9 | 4 | 79 |
| 3* | Extend the northbound left-turn pocket at the 15th Ave NE/NE 45th St intersection; modify signal to improve bus movements on NE 45th St corridor | 12 | 15 | 1 | 15 | 13 | 6 | 6 | 68 |
| 4 | Remove right-side peak-period parking restrictions on Roosevelt Way and 11th/12th Ave NE; restripe roadway with bicycle lanes on one-way couplet | 17 | 15 | 1 | 14 | 14 | 6 | 1 | 68 |
| 5 | Improve Burke Gilman Trail crossing at 25th Ave NE/NE Blakely St intersection | 20 | 14 | 1 | 10 | 10 | 6 | 1 | 62 |
| 6 | Widen sidewalks and place curb extensions on NE 43rd St between Roosevelt Way and 15th Ave NE | 13 | 15 | 1 | 6 | 13 | 9 | 5 | 62 |
| 7 | Provide southbound bicycle queue jump signal at University Bridge and Fuhrman Ave E | 16 | 5 | 5 | 15 | 13 | 6 | 1 | 61 |
| 8 | Reconfigure intersection of Eastlake Ave E and Campus Parkway/NE 40th St; add bike lanes and sidewalks to improve safety | 18 | 13 | 1 | 5 | 15 | 8 | 1 | 61 |
| 9 | Reconfigure University Way NE between NE 50th St and Ravenna Blvd with new bicycle facilities, widened sidewalks, and improved urban design | 10 | 14 | 1 | 5 | 15 | 6 | 10 | 61 |
| 10 | Reconfigure Ravenna Place NE/Ravenna Ave NE/NE 54th and 55th St with curb, gutter, and new sidewalks | 19 | 14 | 1 | 14 | 8 | 4 | 1 | 61 |
| 11 | Construct pedestrian and bicycle trail under and alongside the NE 45th St Viaduct to provide hill-climb assist and Burke Gilman Trail connection | 8 | 14 | 1 | 8 | 14 | 9 | 5 | 59 |
| 12 | Improve Burke Gilman Trail crossing at Brooklyn Ave | 18 | 6 | 1 | 13 | 13 | 6 | 1 | 58 |
| 13 | Install curb extensions at NE 55th St intersections of Roosevelt Way and 11th Ave NE | 14 | 8 | 1 | 13 | 7 | 5 | 5 | 53 |
| 14 | Provide continuous bicycle connection from Burke Gilman Trail at 7th Ave E to University Bridge; add bicycle lane and sidewalk to south side of NE 40th St | 15 | 14 | 1 | 1 | 14 | 5 | 2 | 52 |
| 17* | Construct curb bulb and wider sidewalk on east side of NE 8th Ave between NE 64th St and 65th St; stripe a right-turn pocket for accessing NE 65th St | 8 | 10 | 1 | 10 | 12 | 6 | 2 | 49 |
| 19 | Close Weedon Place between NE 65th St and 8th Ave NE; provide pocket park or other gateway-oriented public improvements | 4 | 6 | 1 | 11 | 12 | 8 | 7 | 49 |
| 20 | Provide left-turn pockets/protected signal phase on NE 50th St at 15th Ave NE | 19 | 8 | 1 | 14 | 2 | 2 | 1 | 47 |
| 21 | Create bicycle connection from Burke Gilman Trail to Sand Point Way at 36th Ave NE | 10 | 12 | 1 | 10 | 7 | 4 | 1 | 45 |

* Project #2 was removed from consideration after public outreach; #16 was combined with Project F; Projects #15 and #18 have been re-categorized as Partnership Projects and are not prioritized

PRIORITIZATION PROCESS



Table 1. (cont.) UATAS Project Prioritization Table

| Project # | Project Title/Description | Evaluation Criteria | | | | | | | |
|---------------------------------|--|---------------------|----------------------|---|--------------------------------------|--|-----------------------|----------------------|------------|
| | | Safety | Mobility Improvement | Preserving and Maintaining Infrastructure | Cost Effectiveness or Cost Avoidance | Comprehensive Plan/Urban Village Land Use Strategy | Improving Environment | Economic Development | Total |
| Medium Priority Projects | | 20 | 15 | 15 | 15 | 15 | 10 | 10 | 100 |
| 22 | Create pedestrian/bicycle connection from Burke Gilman Trail and University Village entrance along NE 47th St; form a four-way intersection with 25th Ave/Ne 47th St | 15 | 10 | 1 | 7 | 7 | 2 | 2 | 44 |
| 23 | Construct roundabout at NE 7th Ave and NE 40th St | 8 | 15 | 1 | 7 | 5 | 5 | 2 | 43 |
| 24 | Install pedestrian signal at NE 41st St and 11th Ave NE; new crosswalk at Roosevelt Way and NE 42nd St | 17 | 8 | 1 | 8 | 3 | 3 | 2 | 42 |
| 25 | Provide off-street pedestrian/bicycle trail in Ravenna Park parallel to Ravenna Ave NE from NE 55th ST to Ravenna Blvd | 11 | 7 | 7 | 7 | 3 | 6 | 1 | 42 |
| 26 | Extend northbound left-turn/u-turn lane at Hamlin St on Montlake Blvd | 10 | 8 | 1 | 13 | 2 | 2 | 1 | 37 |
| 27 | Provide northbound and southbound left-turn pockets at the 25th AveNE/NE 55th St intersection | 20 | 7 | 1 | 5 | 2 | 1 | 1 | 37 |
| 28 | Widen sidewalks on NE 45th St; install pedestrian refuge islands at crossings of 18th Ave and 20th Ave NE | 10 | 8 | 1 | 2 | 8 | 6 | 1 | 36 |
| 29 | Reconstruct Northlake Way; add curb and sidewalks, landscaping, and shared use path on south side of street | 3 | 5 | 5 | 7 | 2 | 2 | 7 | 31 |
| 30 | Provide pedestrian and bicycle improvements to Montlake Blvd/NE Shelby St intersection (Phase 2) | 6 | 7 | 1 | 7 | 2 | 4 | 1 | 28 |
| 31 | Install sidewalk and traffic calming devices on NE 50th St between 30th Ave NE and 35th Ave NE | 6 | 8 | 1 | 2 | 5 | 4 | 1 | 27 |
| 32 | Install variable message sign in the vicinity of the Montlake Blvd/NE 45th St/Sand Point Way area | 4 | 5 | 1 | 8 | 2 | 5 | 1 | 26 |