

Appendix A

Juanita Drive Project Prioritization

Prioritization Criteria Developed from Guiding Principles

- Address safety needs for all travel modes.
- Maintain corridor unique identity and natural landscape.
- Engage community in shared vision for future improvements.
- Protect the extraordinary natural environment.
- Provide financially feasible, strategic and realistic priorities for the corridor.

Criterion	Description	Rating		
		<i>Low</i>	<i>Medium</i>	<i>High</i>
Safety	Addresses existing corridor safety problem	<i>Limited or no effect</i>	<i>Direct safety benefit</i>	<i>Improves High collision location</i>
Accessibility	Provides access to activities within the corridor	<i>Limited or no effect</i>	<i>Improves single mode</i>	<i>Improves multiple modes</i>
Identity	Consistency with corridor identity and surrounding land uses	<i>Diminishes identity</i>	<i>Neutral effect</i>	<i>Enhances identity</i>
Environment	Protection of natural environment	<i>Degrades environment</i>	<i>Neutral effect</i>	<i>Enhances environment</i>
Financial	Cost	<i>High (>\$1.5 M)</i>	<i>Medium (\$500K-\$1.5M)</i>	<i>Low (<\$500K)</i>
Fundable	Available funding sources	<i>Low likelihood of funding</i>	<i>Likely to compete for city funds</i>	<i>Good potential for grant/ other funding</i>
Phasing	Ability to phase project	<i>Minimal ability to phase</i>	<i>Some phasing potential</i>	<i>High ability to phase; interim options available</i>
Plan Consistency	Consistency with plans adopted by city and other jurisdictions	<i>Not consistent</i>	<i>Generally consistent</i>	<i>Highly consistent</i>
Public Support	Identified public support	<i>Limited support</i>	<i>Good support</i>	<i>Strong support</i>

Prioritization Results

All of the projects scored fairly well across the criteria, since they were developed with the guiding principles in mind. The biggest areas of difference in the priorities related to the degree to which the projects addressed known safety problems, how many travel modes they addressed, their cost, their ability to be phased, and degree of public support received during the community outreach events.

Juanita Drive Transportation Improvements					Priority Rating by Criteria								Total Priority Rating	Rating	
Project ID ¹	Project Location	Project Description	Total Cost (In 1,000s) Low	Total Cost (In 1,000s) High	Accessibility	Identity	Environment	Financial	Fundable	Phasing	Plan Consistency	Public Support			
Criteria Weight															
					2	3	2	2	3	2	1	2			
I1	97th Ave NE/ 98th Ave NE Intersections	Retime signals	\$105	\$105	2	2	2	3	3	3	3	1	43	L	
I2	NE 116th Pl Intersecton	Rechannelize	\$125	\$125	1	2	2	3	2	2	3	2	41	L	
I3	112th Ave NE Intersection	Rechannelize Intersection/ Pedestrian Crossing	\$1,894	\$1,894	3	3	2	1	3	2	3	3	52	H	
I4	76th Pl NE/ NE 122nd Pl Dual Intersections	Rechannelize/ combine intersections with signal (L) or roundabout (H)	\$1,184	\$1,377	3	2.5	2	2	2	2	3	3	46.5	M	
I5	NE 128th St Intersection	Left turn pocket/ pedestrian crossing	\$1,082	\$1,082	3	3	2	2	3	2	3	3	54	H	
I6	NE 132nd St Intersection to NE 133rd Place	Left turn pocket/ pedestrian crossing/ walkway	\$878	\$878	3	3	2	2	3	3	3	3	56	H	
I7	NE 138th St to south of NE 141st St	Walkway/ Bike lane northbound/ NE 138th Pl rechannelization L) Roundabout (H)/ pedestrian crossing	\$497	\$2,315	3	3	2	2	2	3	3	3	50	H	
I8	NE 141st St Intersection	Add left turn signals	\$55	\$55	2	2	2	3	3	2	3	2	43	L	
NM1	98th Ave NE Intersection	Pedestrian/ Bicycle enhancements	\$83	\$83	2	2	2	3	3	2	3	1	44	M	
NM2	93rd Ave NE Intersection	Pedestrian Crossing	\$156	\$156	2	2	2	3	3	2	3	2	46	M	
NM3	86th Ave NE Intersection	Pedestrian Crossing/Drainage	\$525	\$525	2	2	2	2	3	3	3	3	48	M	
NM4	NE 124th St Intersection	Pedestrian Crossing/ walkway to NE 123rd St	\$193	\$193	2	3	2	3	3	2	3	2	49	H	
NM5	NE 132nd St- Juanita Drive to 72nd Ave NE	Pedestrian/Bicycle Corridor treatment	\$316	\$316	2	3	2	3	3	1	3	2	47	M	
NM6	Big Finn Hill Park	Pedestrian crossing/ trail connection	\$203	\$203	2	3	3	3	3	2	3	2	51	H	
NM7	NE 143rd St Intersection	Pedestrian Crossing	\$148	\$148	1	2	2	3	3	2	2	2	43	L	
NM8	Corridor	Bicycle safety treatments	\$75	\$75	2	3	2	3	3	3	3	3	56	H	
NM9	Corridor	Create northbound bicycle lane	\$890	\$890	2	3	2	2	2	2	3	3	49	H	
R1	NE 116th Pl to 86th Ave NE	Cross Section/ Drainage Improvements/ Gateway median	\$4,994	\$4,994	3	3	2	1	2	2	3	3	46	M	
R2	86th Ave NE to NE 112th St	Cross Section/ close 83rd Ave NE	\$972	\$972	3	3	2	2	2	2	3	2	46	M	
R3	NE 112th St to 79th Way NE	Cross Section	\$1,051	\$1,051	3	2	2	2	2	1	2	1.5	39	L	
R4	79th Way NE to NE 120th St	Cross Section	\$550	\$1,530	3	3	2	1	2	1	3	2	42	L	
R5	NE 120th St to NE 122nd Lane	Extend 3rd lane/ walkway on east side	\$309	\$309	3	3	2	3	2	2	3	2	51	H	
R6	NE 124th St to NE 132nd St	Cross section	\$985	\$985	3	3	2	3	2	2	3	2	45	M	
R7	NE 133rd Pl to south of NE 138st St	Cross section	\$781	\$1,682	3	3	1.5	2	3	2	3	3	50	H	
R8	NE 138th Pl to NE 141st St	Cross section/ Gateway Median	\$449	\$575	2	2	2	3	3	1	3	2	44	M	
R9	NE 141st St to NE 143rd St	Cross Section	\$63	\$63	2	2	2	3	3	1	3	2	42.5	L	
V1	NE 122nd Pl	Lighting Upgrade	\$50	\$50	3	3	2	3	3	2	3	2	51	H	
V2	Corridor- selected locations	Center line Rumble Strips	\$50	\$50	1	2	2	3	3	3	3	2	49	H	
V3	NE 138th Pl Intersection	Left turn refuge for EB to NB movement	\$41	\$41	2	2	2	3	3	2	2	2	45	M	
V4	Corridor	ITS Integration- Signals	\$1,050	\$2,250	1	2	2	2	3	2	2	2	41	L	
Notes: Low = 1 ; Medium = 2 ; High = 3															
			Total	\$19,524	\$24,742										