# Appendix B. Project Prioritization

## Prioritization Summary

Prioritizing projects helps guide investments toward projects that provide the greatest benefits. In addition, the prioritization process can help identify projects and their applicability to different grant and funding opportunities.

Projects were prioritized using the following factors:

- Access to Key Destinations
- Safety
- Equity
- For bicycle projects:  connectivity and comfort

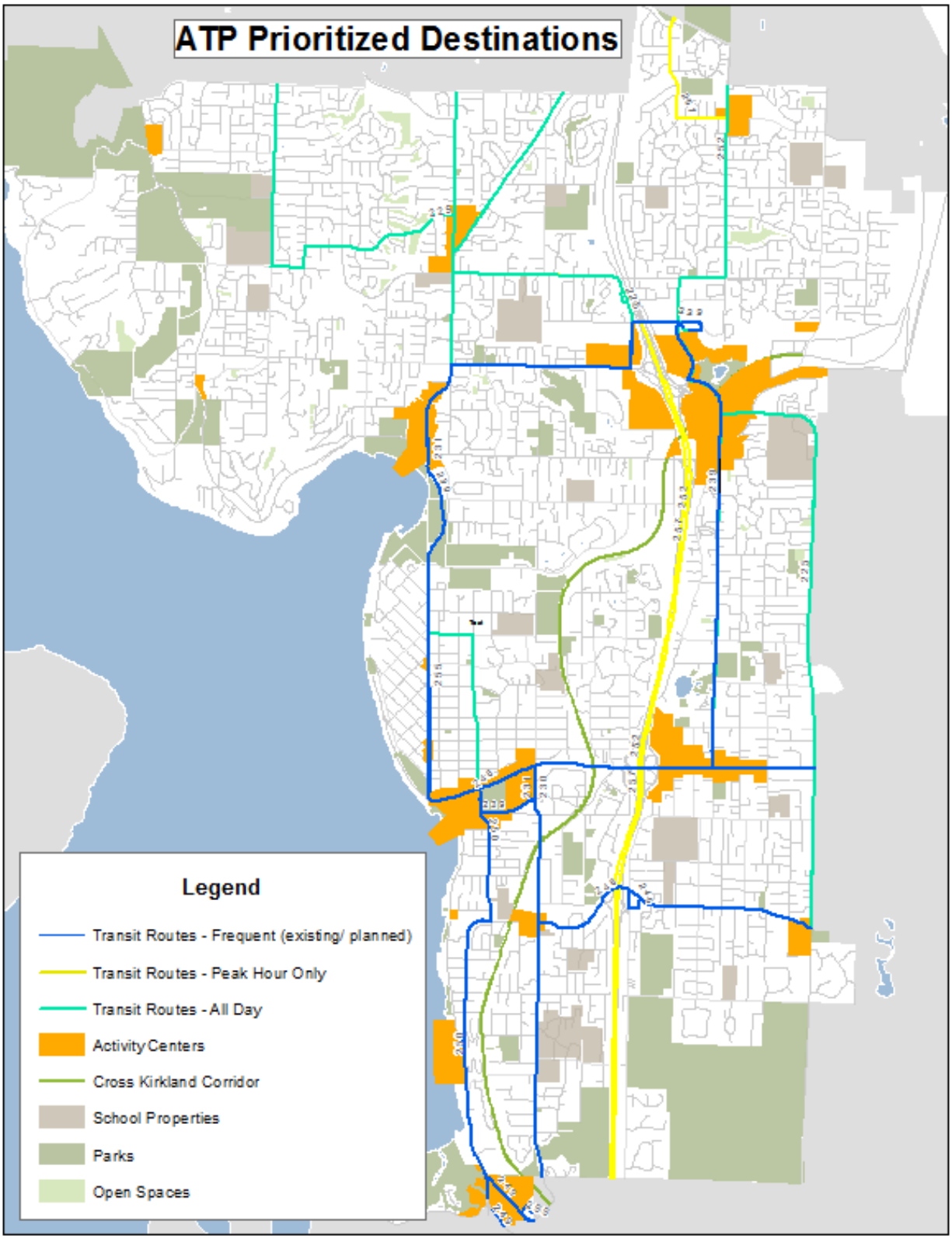
Safety is evaluated using weighted crashes on a per mile basis (sliding window analysis).

Bicycle comfort and connectivity is measured through the level of traffic stress and bike network analysis described in Chapter 2 of the draft plan.

## Access to Key Destinations

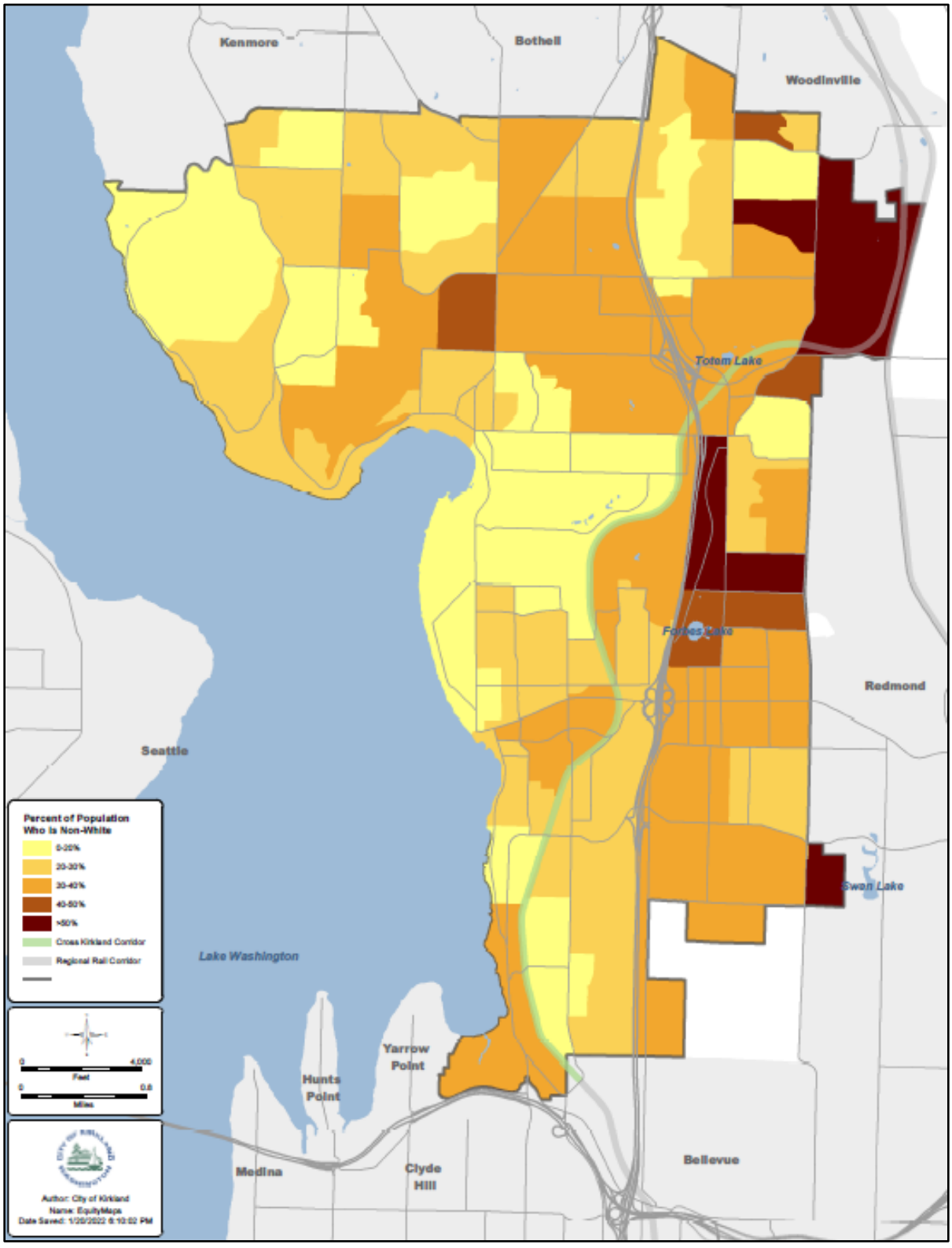
Both bicycle network and pedestrian network recommendations were prioritized by access to:

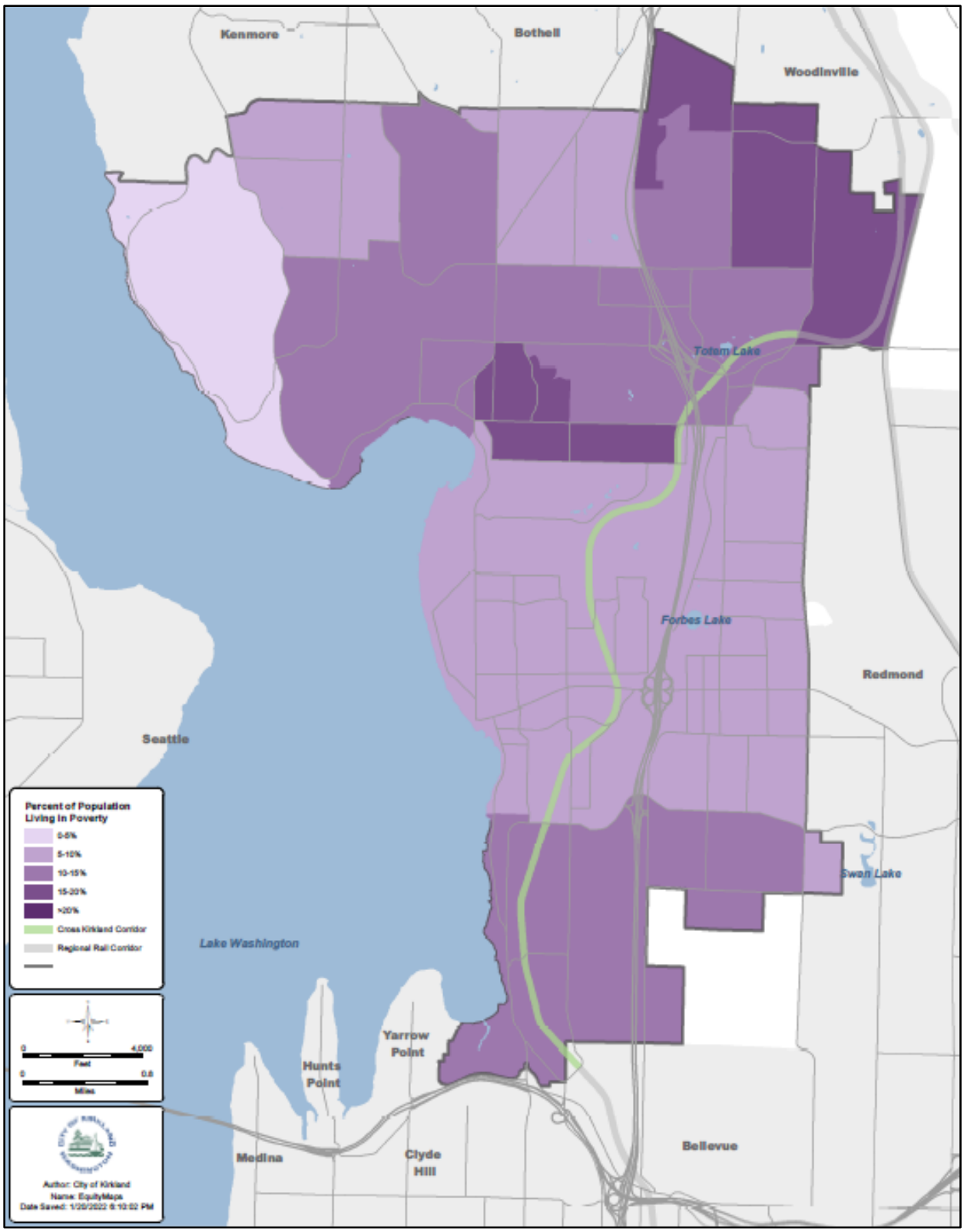
- Activity centers - zoned for commercial and mixed-use land uses
- Transit - routes that are more frequent were prioritized higher than other transit routes
- Parks and Cross Kirkland Corridor
- Schools - schools were included as access points for the bike network prioritization and pedestrian projects received a higher score when overlapping with the Safer Routes to School Action Plan recommended projects


ATP Prioritized Destinations
Legend
Transit Routes - Frequent (existing/ planned)
Transit Routes - Peak Hour Only
Transit Routes - All Day
Activity Centers
Cross Kirkland Corridor
School Properties
Parks
Open Spaces

## Equity Analysis

For both the bike and pedestrian prioritization, equity was also a key component. Areas with higher concentration of people of color, people with low-incomes, people with disabilities were prioritized.




Kenmore
Bothell
Woodinville
Totem Lake
Forbes Lake
Redmond
Seattle
Lake Washington
Yarrow Point
Hunts Point
Medina
Clyde Hill
Bellevue
Swan Lake
Percent of Population Living in Poverty
0-5%
5-10%
10-15%
15-20%
>20%
Cross Kirkland Corridor
Regional Rail Corridor
0
4,000
Feet
0
0.8
Miles
Author: City of Kirkland
Name: EquityMaps
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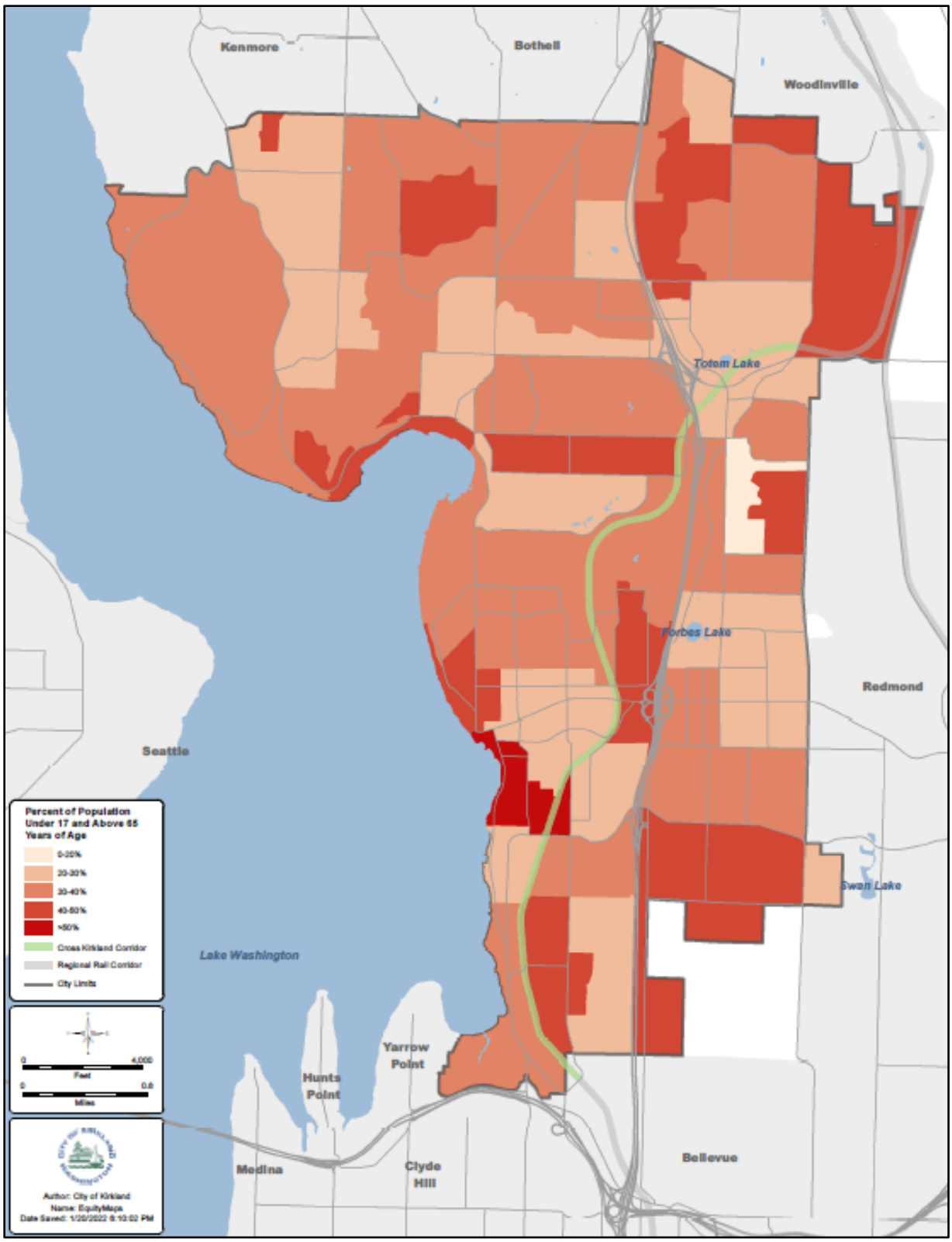
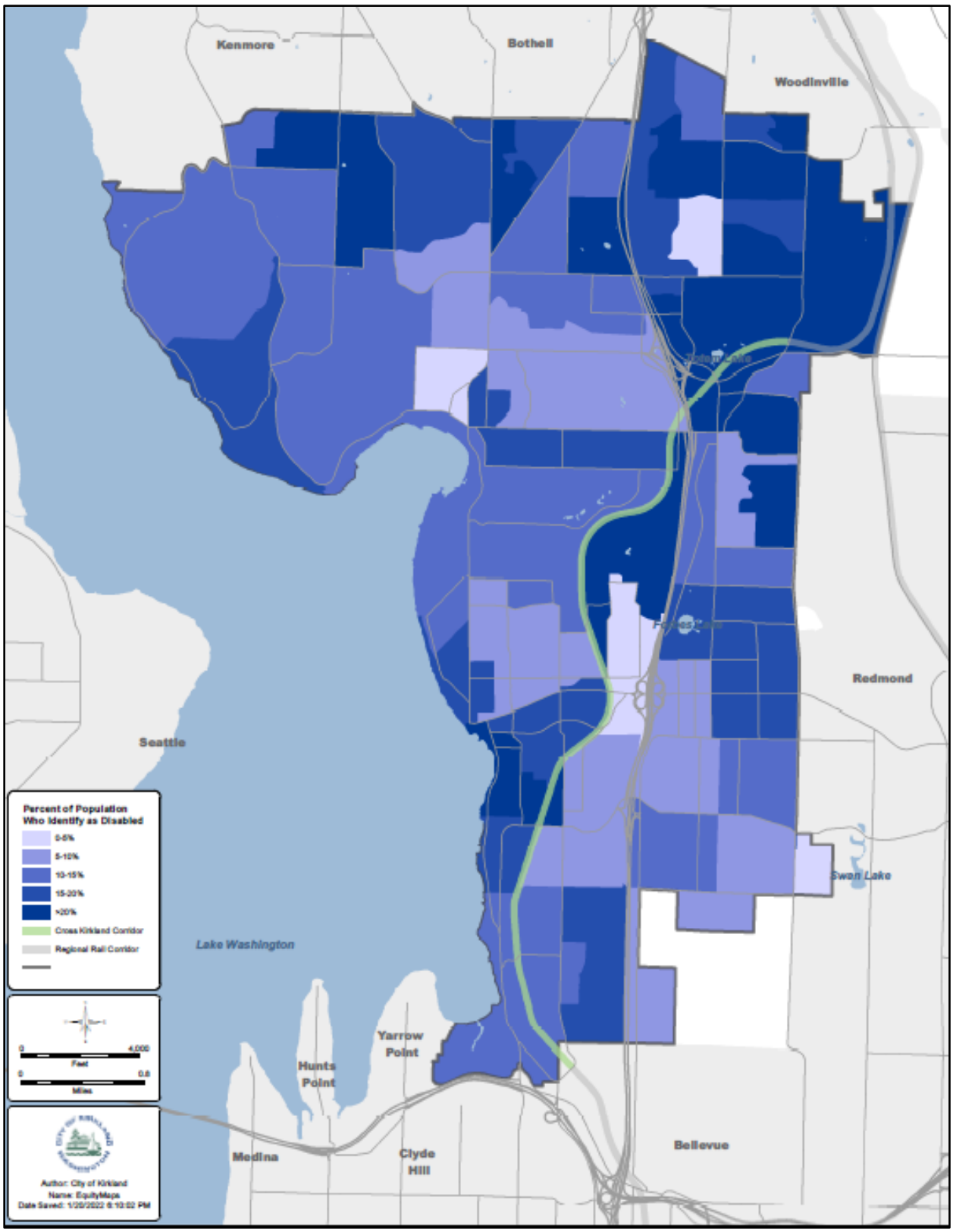

Kenmore
Bothell
Woodinville
Totem Lake
Forbes Lake
Redmond
Seattle
Lake Washington
Yarrow Point
Hunts Point
Medina
Clyde Hill
Bellevue
Swan Lake
Percent of Population Under 17 and Above 65 Years of Age
0-20%
20-30%
30-40%
40-50%
>50%
Cross Kirkland Corridor
Regional Rail Corridor
City Limits
0
4,000
Feet
0
0.8
Miles
Author: City of Kirkland
Name: EquityMaps
Date Saved: 1/20/2022 6:10:02 PM


Kenmore
Bothell
Woodinville
Redmond
Seattle
Lake Washington
Yarrow Point
Hunts Point
Medina
Clyde Hill
Bellevue
Swan Lake
Percent of Population Who Identify as Disabled
0-5%
5-10%
10-15%
15-20%
>20%
Cross Kirkland Corridor
Regional Rail Corridor
0
4,000
Feet
0
0.8
Miles
Author: City of Kirkland
Name: EquityMaps
Date Saved: 1/20/2022 6:10:02 PM

| Connectivity to Destinations Served | | | |
|---|---|---|---|
| **Factor** | **Pedestrian Measure** | **Bicyclist Measure** | **Score** |
| **Parks, Libraries, and Community / Senior Centers, (schools – bikes only)** | # of destinations within 1/2 mile<br>Score scaled by # of destinations | # of destinations within 1 mile<br>Score scaled by # of destinations per mile | med |
| **# of Transit Stops** | Within ¼ mile of high frequency transit stop | Within ½ mile of high frequency transit stop | high |
| | within ¼ mile of non-high frequency bus stop | Non-high frequency bus stop within ½ mile<br>Score scaled by # of stops per mile | low |
| | Location within ¼ mile of transit with no sidewalks on any side of the street | N/A | med |
| | Location within ¼ mile of transit with sidewalk on only one side of street | N/A | low |
| **Schools** | Along SRTS sidewalk project scored as high priority | N/A | med |
| | Along SRTS sidewalk project | N/A | low |
| **Proximity to Activity Centers** | Within ½ mile<br>Score scaled by distance | Within 1 mile<br>Score scaled by distance | med |
| **Proximity to Cross Kirkland Corridor access point** | Within ½ mile<br>scaled by distance | Intersects access point | med |

| Connectivity | | |
|---|---|---|
| **Factor** | **Bicyclist Measure** | **Score** |
| **Bicycle Network Analysis** | Lowest scoring BNA locations receive the highest score. | high |
| **Level of Traffic Stress** | High-stress under existing conditions | High+ |

| Safety | | |
|---|---|---|
| **Factor** | **Pedestrians and Bicycle Measure** | **Score** |
| **Crash History** | weighted crashes on a per mile basis (sliding window analysis) | High+ |

| Equity | |
|---|---|
| **Pedestrians and Bicycle Measure** | **Score** |
| % of population who is non-white | med |
| % of population under 17 and above 65 years of age | med |
| % of population who identify as disabled | med |
| % of population living in poverty | med |