

Transportation Commission - March 27, 2024

ATTACHMENT D

Project Prioritization Framework

Goal		Prioritization Criteria	Scoring Process	Score	Highest Possible Score
T-1	Safety	Project provides a safety improvement on a high injury corridor	High injury corridors were identified in the Vision Zero Action Plan and then updated based on more recent crash data.	40 - high 30 - med 20 - low 0 - Does not meet criteria	60
		Provides safety benefit or preventative countermeasure	Countermeasures are based on recommendations from Kirkland's 2023 Local Road Safety Plan and from FHWA recommended safety countermeasures. https://highways.dot.gov/safety/proven-safety-countermeasures	20 - yes 0 - no	
T-2	Active Transportation	Connects to the Cross Kirkland Corridor (CKC)	Projects that directly intersect or lead to the CKC (within an 1.8 straight mile distance)	5 - yes 0 - no	50
		Creates a low-stress environment for people walking and bicycling	Separated trails and paths, protected bike lanes, neighborhood greenways, and HAWK crossing signals (HAWK signals stop traffic with a red light for pedestrians).	10 - yes 0 - no	
		Completes a gap identified in the Active Transportation Plan (ATP) or Safer Routes to School Action Plan (SRTS)	ATP scoring included additional measures specific to walk and bike activity such as level of stress. This score addresses that level of analysis and those previously identified priorities.	30 - ATP or SRTS priority score = high 20 - ATP or SRTS priority score = med to med high 10 - ATP or SRTS priority score = low to med low 0 - Does not meet criteria	
T-3	Public Transportation	Supports transit (bike/ped connections, transit queue jumps, crosswalks, lighting, etc.) by connecting to:			40
		A high frequency transit corridor transit route	Projects within 1/8 mile of high frequency corridors (those that provide 15-min or less service during daytime hours - assumes light rail and ST Stride on I-405)	40 - high	
		A local transit route route (less frequent)	Projects that support connections to all transit routes (within 1/8 of a mile)	30 - med	
		Future high frequency transit routes	Future transit routes include new 15-min service routes identified in King County's Metro Connects long range plan and along the future King County Metro Rapid Ride K-Line project.	20 - low	
		Does not meet criteria		0 - Does not meet criteria	
T-4	Vehicle Network Management	Improves operations in the system such as signal modification, channelization, addresses other system performance issue, etc.	Improves operations in the system such as signal modification, channelization, addresses other system performance issue, etc.	30 - on Principal Arterials 20 - on Minor Arterials 10 - on Collectors 0 - Does not meet criteria	30
T-5	Technology and Innovation	Includes ITS innovative technologies	Examples include but are not limited to: bike/ ped counters, passive detection, accessibility improvements such as bicycle detection or buttons, leading pedestrian intervals, improved accessible crossing indicators, transit signal priority, electrification, dynamic wayfinding.	10 - yes 0 - no	20

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		Introduces a new technology or service that supports shifting modes from SOV trips (electric assist bike runnels, flexible transit, etc.)		10 - yes 0 - no	
T-6	Maintenance	Provides a long-term maintenance benefit	includes roundabouts, new street builds, etc.	10 - yes 0 - no	10
T-7	Equity	Increases transportation options for priority populations that are identified through Kirkland's Equity Mapping Tool developed for the City's Capital Improvement Program.	Such as closing a gap, creating a new connection, new service or reducing modal conflicts, etc. Attachment B to Council's 11-21-2023 Study Session has detailed information. https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2023/november-21-2023/3a_study-session.pdf	30 - Meets project criteria and with an Equity Index Score > 3.9 - 3 20 - Meets project criteria and with an Equity Index Score > 2.9 - 2 10 - Meets project criteria and with an Equity Index Score <2	40
		Provides accommodation for greater accessibility per the Americans with Disabilities Act (ADA). Examples include passive detection at crossings, upgrading wheelchair ramps, tactile markings, etc..		10 - yes 0 - no	
T-8	Sustainability	Reduces vehicle miles traveled and supports alternatives to single occupancy vehicle trips	All active transportation and transit related projects	20 - yes 0 - no	40
		Project avoids environmentally sensitive areas	Wetlands, fish passages and streams		
		Avoids environmentally sensitive areas		20 - high	
		If impact to an environmentally sensitive area is unavoidable, the project supports mode shift and/or improves traffic flow (e.g., through signal coordination or by removing a bottleneck)		10 - med	
		Does not meet criteria		0 - Does not meet criteria	
T-9	Link to Land Use	Connects to/or is within an urban growth center	Project is within or touches boundary	30 - high	40
		Connects to/or is within other commercial or neighborhood centers		20 - med	
		Does not meet criteria		0 - Does not meet criteria	
		Provides active transportation, safety and or circulation improvements to access to Parks and Schools		10 - yes 0 - no	
T-10	Partnerships	Connects to regional connections, centers outside the city or fills a gap crossing jurisdictional boundaries	Connects to future light rail or other regional centers, and connections across jurisdictional boundaries.	10 - yes 0 - no	20
		Leverages coordination with other partners (developers, neighboring jurisdictions, transit agencies, other departments such as parks, etc.)		10 - yes 0 - no	
Total Score					350