

Chapter 5. Project Evaluation

Pedestrian Project Evaluation

The project team identified potential sidewalk projects from a number of sources, including working sessions with City staff and a subcommittee of the Planning Commission, field evaluation of local conditions, supporting documents for the 1998 Comprehensive Plan, and the City's 2003 Bond Advisory Committee project list that identified roadways within a given radius of schools as candidates for sidewalks.¹

The evaluation process combined quantitative project scoring and qualitative policy-linked reviews. The project team first developed a quantitative evaluation methodology to begin identifying the highest priority pedestrian projects for the City. City staff, the consultant team and a working committee of the Planning Commission also identified high priority projects to ensure system continuity and to respond to emerging needs.

The project team used the weighted evaluation criteria shown in **Table 5-1** for a two-step process. The criteria are based on the pedestrian policies in the City's transportation element of the comprehensive plan. Projects scoring within the top 20 percent of all rated projects made the initial "cut". To reflect the City and residents' policy priorities, that list was then expanded to include projects that provide school access along an arterial and those identified as high priority projects by the Bond Advisory Committee. **Appendix 5-1** shows the initial project scores.

Bicycle Project Evaluation

The City identified a number of bicycle improvements as part of the 1998 Comprehensive Plan. Most of these improvements remain uncompleted due to limited funding and higher priority needs elsewhere in the City. The projects from the 1998 Comprehensive Plan were ranked according to the criteria shown in **Table 5-2**, below. **Appendix 5-2** shows the bicycle project scores.

Since the City is making a major investment in the Interurban Trail, improvements that connect to the trail are given the greatest weight. School and park connections remain important to the community and are also given substantial weight. Several of these projects overlap with high priority pedestrian projects. The final scope of these projects should be revisited prior to project design, to ensure consistency with "green streets" policies and to balance right of way requirements with safety considerations.

¹ Recommendations identified by the Bond Advisory Committee when considering a potential ballot measure for capital improvements.

Table 5-1. Pedestrian Project Evaluation Criteria

Criteria	1st Screen	2nd Screen
School Access. Will sidewalk be within 10 blocks of a school?	60 points	Yes
Located on an Arterial. Will sidewalk be located on an arterial?	30 – 40 points	Yes
Connects to a Park. Will sidewalk connect to a Park?	40 points	
Connects to Existing Sidewalk. Will sidewalk connect to an existing sidewalk?	30 – 40 points	
Completes Shoreline Loop. Will sidewalk help complete a “loop” around the City?	35 points	
Connects to Bus Line. Will sidewalk provide access to a bus line?	30 points	
Links 3 Major Destinations. Will sidewalk connect homes to neighborhood businesses, schools and other recreation facilities?	20 points	
Bond Advisory Committee Priority #1 and #2. Was the sidewalk a highest priority of the Bond Advisory Committee?		Yes

Table 5-2. Bicycle Project Evaluation Criteria

Criteria	Points
Connects to Interurban Trail	100
Links to School	75
Links to Park	50
Connects to the Shoreline Loop	25
Connects to the Lake to Sound Trail	25
Access to Express Transit	25
Potential access to Burke-Gilman Trail	25

Roadway and Intersection Project Evaluation

The City manages its roadway system to provide safe streets, provide multi-modal transportation options, and to protect neighborhoods. The roadway project prioritization criteria shown in **Table 5-3** recognize these objectives. Other key priorities drawn from the City's transportation policies include supporting the City's level of service standards, and ensuring mobility for freight transportation. Projects scoring in the top 50th percentile were identified as the highest priority; those scoring between the 25th and 49th percentile were second priority, and those below the 25th percentile were third priority. The project scores are shown in **Appendix 5-3**.

Table 5-3. Roadway and Intersection Project Evaluation Criteria

Criteria	Points
Safety	25 - 100
Support level of service standards	50-75
Support/protect neighborhoods	50-75
Freight benefit	25
Multiple functions	75