

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of the Transportation Master Plan Update: Draft Prioritization, Performance Measures, and Outreach Approach		
DEPARTMENT:	Public Works		
PRESENTED BY:	Nora Daley-Peng, Senior Transportation Planner		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

The City of Shoreline (City) Transportation Master Plan (TMP) is the long-range blueprint for multimodal travel and mobility within Shoreline. The last update to the TMP was in 2011. The TMP, which serves as the supporting analysis for the City's Comprehensive Plan Transportation Element, must be updated to align with the City's Comprehensive Plan periodic update by 2024 and meet the Growth Management Act requirements; maintain the City's eligibility for pursuing future grant funding; and set transportation policies for guiding the development of Shoreline.

The purpose of this agenda item is to provide the City Council with a briefing on the TMP. To date, the project team has assessed existing conditions and needs, conducted the first and second round of public outreach, developed the TMP Vision and Goals, created a draft project evaluation framework, and developed the preferred auto level of service policy. Tonight, staff will provide Council with a refresher on the Vision and Goals and a briefing on the TMP draft prioritization metrics, draft performance measures, and upcoming Outreach Series 3 events and activities.

RESOURCE/FINANCIAL IMPACT:

There is no additional financial impact associated with the continued work on this project.

RECOMMENDATION

There is no action required tonight; this meeting will provide a briefing on the TMP draft prioritization metrics, draft performance measures, and upcoming Outreach Series 3 events and activities for Council's feedback.

Approved By: City Manager **DT** City Attorney **MK**

INTRODUCTION

The TMP update will provide a framework to guide investments in existing and new transportation infrastructure and programs over the next 20 years in accordance with the community's transportation priorities. The TMP update will be developed through close collaboration between City staff, stakeholders, and the public, as well as the Planning Commission and Council, to help improve mobility and quality of life.

This is the fourth in a series of briefing to Council about the TMP. On May 24, 2021, Council discussed and agreed with the vision and goals for the TMP update. The staff report for that discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport052421-9a.pdf>.

On November 22, 2021, Council discussed and agreed with the project evaluation framework for the TMP update. The staff report for that discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport112221-9b.pdf>.

On March 7, 2022, Council discussed and agreed with the preferred auto level of service policy for the TMP update. The staff report for that discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport030722-9a.pdf>

This report provides an overview to tonight's presentation and discussion about the TMP draft prioritization metrics, draft performance measures, and upcoming Outreach Series 3 events and activities.

BACKGROUND

The City is currently updating its TMP to better serve the community's current and future transportation needs. The TMP supports all forms of travel – by foot, bicycle, skateboard, scooter, stroller, wheelchair, transit, motorcycle, automobile, etc. With the coming arrival of light rail transit, new and higher frequency bus service, new pedestrian/bicycle connections, and land use changes and growth, the TMP update provides an opportunity to better align transportation goals, objectives, and policies with the City's Comprehensive Plan.

The TMP update will guide local and regional transportation investments and define the City's future transportation policies, programs, and projects for the next 20 years. Using the TMP as a guide, the City can assess the relative importance of transportation projects and programs and schedule their planning, engineering, and construction as Shoreline growth takes place and the need for improved and new facilities is warranted. The TMP update will also establish a methodology/criterion for prioritization of projects to be included in future Transportation Improvement Plans (TIPs) and Capital Improvement Plans (CIPs).

The last update to the TMP was in 2011. The TMP, which serves as the supporting analysis for the City’s Comprehensive Plan Transportation Element, must be updated to align with the City’s Comprehensive Plan periodic update by 2024 and meet the Growth Management Act requirements; maintain the City’s eligibility for pursuing future grant funding; and set transportation policies for guiding the development of Shoreline.

TMP Update Schedule

In fall 2020, the City launched a multi-year process to update the TMP with the goal of adoption by the end of 2022. City staff has and will continue briefing the Council throughout the process and seek their feedback on the development of the TMP update.

To date, the project team has assessed existing conditions, conducted two rounds of public outreach, developed the TMP Vision and Goals and draft project evaluation criteria, and developed a future city-wide travel demand model to assist with forecasting the increase in vehicular travel over the next 20 years based on Shoreline’s anticipated growth in population and jobs.

Currently, the team is working on draft modal plans for walking, bicycling, riding transit, driving, and using shared-use mobility devices (e.g., e-bikes, e-scooters, etc.) to complete short trips, and getting ready to launch Outreach Series 3 in April. The following overview schedule shows key milestones for the TMP update process.



Vision and Goals Recap







On May 24, 2021, Council discussed and agreed with the Vision and Goals for the TMP update. A vision statement defines a plan's long-term goals and guides decision making. The vision statement for the type of transportation system that the City would like to provide by 2044 (the planning horizon year of the update to the TMP) is as follows:

Shoreline has a well-developed multimodal transportation system that offers safe and easy travel options that are accessible for everyone, builds climate resiliency, and promotes livability. This system has been developed over time, informed by a robust, inclusive dialogue with the community.

The project team developed the Vision and Goals for the TMP based on input received from the public and community groups about their transportation priorities and needs as well as from input received during a TMP Goals Setting Workshop with City staff participants representing most City departments and their unique perspectives.

Having clearly defined goals will help the City accomplish this vision. The TMP Vision has six goals, each with a purpose statement (see Table 1). These goals were influenced by public input received during Outreach Series 1.

Table 1: TMP Goals & Purpose







Goal	Purpose
<p>Safety</p> 	<p>Prioritize Safety</p> <p>Make Shoreline’s transportation system safe and comfortable for all users, regardless of mode or ability.</p>
<p>Equity</p> 	<p>Seek Equity</p> <p>Ensure all people, especially those whose needs have been systemically neglected, are well served by making transportation investments through an anti-racist and inclusive process which results in equitable outcomes.</p>
<p>Multimodality</p> 	<p>Provide Multimodal Options</p> <p>Expand and strengthen the multimodal network, specifically walking, biking, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.</p>
<p>Connectivity</p> 	<p>Plan a Connected Community</p> <p>Complete a network of multimodal transportation connections to and from key destinations such as parks, schools, community services, commercial centers, places of employment, and transit.</p>
<p>Climate Resiliency</p> 	<p>Protect the Environment</p> <p>Increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.</p>
<p>Community Vibrancy</p> 	<p>Foster a Vibrant Community</p> <p>Support livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity, and accommodating the movement of people and goods.</p>

Project Evaluation Framework Recap

The TMP update will guide local and regional transportation investments and define the City’s future transportation policies, programs, and projects for the next 20 years. In this way, the TMP update process will help the City assess the relative importance of transportation projects and programs; and schedule their planning, engineering, and construction as Shoreline growth takes place and the need for improved and new facilities is warranted. The TMP update will also establish a methodology for prioritization of a list of projects to be included in the future Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP).

On November 22, 2021, Council discussed and agreed with the project evaluation criteria (see Table 2) that are tied to the TMP's Goals. Over the winter of 2022, the project team is using the evaluation criteria to develop a list of potential transportation projects and evaluate how well potential transportation projects achieve the TMP Vision and Goals.

Table 2: TMP Evaluation Criteria

Goal	Purpose	Project Evaluation Criteria
 <p>Safety</p>	<p>Prioritize Safety</p> <p>Make Shoreline's transportation system safe and comfortable for all users, regardless of mode or ability.</p>	<p>Decrease Injury Collisions</p> <p>Identify locations in need of increased safety measures based on collisions and traffic speed and volume.</p>
 <p>Equity</p>	<p>Seek Equity</p> <p>Ensure all people, especially those whose needs have been systemically neglected, are well served by making transportation investments through an anti-racist and inclusive process which results in equitable outcomes.</p>	<p>Provide Equitable Access</p> <p>Identify areas of populations who have the greatest need (e.g., children, older adults, people with disabilities, lower income communities, communities of color, and limited English speakers).</p>
 <p>Multimodality</p>	<p>Provide Multimodal Options</p> <p>Expand and strengthen the multimodal network, specifically walking, biking, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.</p>	<p>Reduce Auto Dependency</p> <p>Support frequent and reliable transit service (e.g., BAT lanes, queue jumps, etc.). Provide multimodal access to and from shared-use mobility hubs, transit stops, and stations.</p>
 <p>Connectivity</p>	<p>Plan a Connected Community</p> <p>Complete a network of multimodal transportation connections to and from key destinations such as parks, schools, community services, commercial centers, places of employment, and transit.</p>	<p>Build a Connected Network¹</p> <p>Plan a robust network of connected transit, pedestrian, and bicycle routes to key destinations (e.g., parks, schools, libraries, etc.).</p>
 <p>Climate Resiliency</p>	<p>Protect the Environment</p> <p>Increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.</p>	<p>Increase Resiliency to Climate Change²</p> <p>Identify ways to reduce flooding vulnerabilities, urban heat island effect, and transportation-related greenhouse gas emissions.</p>
 <p>Community Vibrancy</p>	<p>Foster a Vibrant Community</p> <p>Support livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity, and accommodating the movement of people and goods.</p>	<p>Enhance Quality of Life</p> <p>Promote the movement and delivery of goods; multimodal access to local businesses and community services; connections to nature via trails and paths; and places for public art, culture, and community gathering.</p>

¹ Refer to Reduce Auto Dependency for criteria for accessing transit options.

² Refer to Reduce Auto Dependency for criteria for reducing transportation emissions by encouraging taking other travel modes than driving.







DISCUSSION

Since the start of work on the TMP update, staff with the community have progressed in several areas. Tonight, we will brief the Council on the draft process for prioritizing transportation projects and reporting their performance over time as well as provide an overview to upcoming Outreach Series 3 events and activities.

Draft Prioritization Metrics

Since the City needs to operate within a finite set of resources, it is important to develop a transparent, equitable, and data-driven process for prioritizing the implementation of the transportation projects over the next 20 years. Building on the project evaluation criteria, the project team developed a companion set of draft prioritization metrics (see Table 3). The prioritization metrics do not have an assigned point system yet. The project team will be seeking feedback from the public about draft prioritization metrics and their weighting during the upcoming Outreach Series 3. Once the prioritization metrics have been fully vetted, staff will use the prioritization metrics to score the potential transportation projects to see if they are a high, medium, or low priority.

Table 3: TMP Draft Prioritization Metrics

Goal	Project Prioritization Metrics	Max Points
Safety 	Safety Metrics	
	Location of improvement has a collision history (auto and/or pedestrian/bike):	X Points
	At least one injury collision within the past five years	X Points
	At least one pedestrian or bike/auto collision within the past five years	X Points
	Two or more pedestrian or bike/auto collisions within the past five years	X Points
	Location of improvement is along a street with speed limit :	
	≤ 25 mph	X Points
	≤ 30 mph	X Points
	≤ 35 mph	X Points
	Location of improvement has a street classification of:	
	Collector Arterial	X Points
	Minor Arterial	X Points
	Principal Arterial	X Points
Equity 	Equity Metrics <i>Equity Priority Areas based on the aggregated score of following metrics:</i>	
	Improvement is within an area of concentrated need based on Age : 18 years or younger 60 years or older ¹	X Points
	Improvement is within an area of concentrated need based on income ≤ 80% of median income for a family of two ² .	X Points
	Improvement serves a concentrated community of color Top 20% of population density of households of people of color.	X Points
	Improvement serves a concentrated community with disabilities Top 20% of population density of households of people with a disability.	X Points
	Improvement serves a concentrated community of limited English speakers Top 20% of population density of households with a limited English speaker.	X Points
Multimodality 	Multimodality Metrics	
	Improvement is located along an existing or proposed transit route .	X Points
	Improvement is located within a ¼ mile radius of a bus stop .	X Points
	Improvement is located within a ½ mile radius of an existing or planned BRT stop or light rail station .	X Points
Improvement connects to an existing or proposed location of a shared-use mobility hub or park and ride .	X Points	
Connectivity 	Connectivity Metrics	
	Improvement is located within a ¼ mile radius of a school .	X Points
	Improvement is located within a ¼ mile radius of a park .	X Points
Closes gap or extends an existing pedestrian or bicycle facility .	X Points	
Climate Resiliency 	Climate Resiliency Metrics	
	Improvement is within a Surface Water Vulnerabilities area per the City's Climate Impacts Tool and will include measures to reduce surface water runoff.	X Points
	Improvement is within an Urban Heat Island area per the City's Climate Impacts Tool and will include measures to mitigate urban heat island effect.	X Points
Refer to Multimodality and Connectivity for metrics for reducing transportation-related greenhouse gas (GHG) emissions by encouraging taking other travel modes than driving.	--- Points	
Community Vibrancy 	Community Vibrancy Metrics	
	Improvement enhances multimodal access to an activity center (within a ¼ mile radius of a retail/business area or civic/community building).	X Points
	Improvement provides an alternative to walking or bicycling along a motorized facility e.g., ped/bike bridge, trail/path through park or unopened right of way, etc.	X Points
Improvement provides places for public art, culture, and/or community gathering e.g., locations of shared-use mobility hubs, trailheads, gateways, park frontages, mural corridors, sidewalk poetry, etc.	X Points	


¹ Eligibility for the Older Americans Act starts at age 60.

² Eligibility threshold for King County Housing Authority residents is 80% of median income. U.S. Department of Housing and Urban Development (HUD) defines 50%-80% of median income as "Low Income".

Draft Performance Measures

To understand and communicate the City’s progress for implementing priority projects, the project team developed a companion set of draft performance measures (see Table 4) that will quantify the contributions of newly constructed transportation projects towards achieving the TMP’s Vision and Goals.

Table 4: TMP Draft Performance Measures

Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
Safety 	Safety Metrics Location of improvement has a collision history (auto and/or pedestrian/bike): At least one injury collision within the past five years At least one pedestrian or bike/auto collision within the past five years Two or more pedestrian or bike/auto collisions within the past five years Location of improvement is along a street with speed limit : ≤ 25 mph ≤ 30 mph ≤ 35 mph Location of improvement has a street classification of: Collector Arterial Minor Arterial Principal Arterial	Safety Performance Measures Report number of injury and fatal collisions citywide through the Annual Traffic Report .
	Equity Metrics Equity Priority Areas based on the aggregated score of following Improvement is within an area of concentrated need based on Age : 18 years or younger. 60 years or older. Improvement is within an area of concentrated need based on Income ≤ 80% of median income for a family of two. Improvement serves a concentrated community of color Top 20% of population density of households of people of color. Improvement serves a concentrated community with disabilities Top 20% of population density of households of people with a disability. Improvement serves a concentrated community of limited English speakers Top 20% of population density of households with a limited English speaker.	Equity Performance Measures Report number of newly constructed or renovated multimodal projects in Equity Priority Areas and number of public engagement activities for each of the projects.
	Multimodality Metrics Improvement is located along an existing or proposed transit route . Improvement is located within a ¼ mile radius of a bus stop . Improvement is located within a ½ mile radius of an existing or planned BRT stop or light rail station . Improvement connects to an existing or proposed location of a shared-use mobility hub or park and ride .	Multimodality Performance Measures Report number of newly constructed multimodal projects along an existing or proposed transit route . Report number of newly constructed multimodal projects within a ¼ mile radius of a bus stop . Report number of newly constructed multimodal projects within a ½ mile radius of an existing or planned BRT stop or light rail station . Report number of newly constructed multimodal connections to an existing or proposed location of a shared-use mobility hub or park and ride .
	Connectivity Metrics Improvement is located within a ¼ mile radius of a school . Improvement is located within a ¼ mile radius of a park . Closes gap or extends an existing pedestrian or bicycle facility .	Connectivity Performance Measures Report number of newly constructed pedestrian and/or bicycle projects within a ¼ mile radius of a school . Report number of newly constructed pedestrian and/or bicycle projects within a ¼ mile radius of a park . Report number of newly constructed pedestrian and/or bicycle projects that close a gap or extend an existing pedestrian and/or bicycle facility .
	Climate Resiliency Metrics Improvement is within a Surface Water Vulnerabilities area per the City’s Climate Impacts Tool and will include measures to reduce surface water runoff. Improvement is within an Urban Heat Island area per the City’s Climate Impacts Tool and will include measures to mitigate urban heat island effect. Refer to Multimodality and Connectivity for metrics for reducing transportation-related greenhouse gas (GHG) emissions by encouraging taking other travel modes than driving.	Climate Resiliency Performance Measures Report number of newly constructed multimodal projects in Surface Water Vulnerabilities areas and number of measures used to reduce surface water runoff for each project. Report number of newly constructed multimodal projects in Urban Heat Island areas and number of measures used to mitigate urban heat island effect for each project. Report Shoreline Vehicle Miles Traveled (VMT) per capita and its resulting GHG emissions . Report number of trees removed and trees planted for all newly constructed multimodal projects and its projected net amount of CO2 sequestered over 20 years.
	Community Vibrancy Metrics Improvement enhances multimodal access to an activity center (within a ¼ mile radius of a retail/business area or civic/community building). Improvement provides an alternative to walking or bicycling along a motorized facility e.g., ped/bike bridge, trail/path through park or unopened right of way, etc. Improvement provides places for public art, culture, and/or community gathering e.g., locations of shared-use mobility hubs, trailheads, gateways, park frontages, mural corridors, sidewalk poetry, etc.	Community Vibrancy Performance Measures Report number of newly constructed multimodal projects within a ¼ mile radius of an activity center . Report number of newly constructed or renovated ped/bike bridges, trails, and paths . Report number of newly constructed or renovated places for public art, culture, and/or community gathering .

See Attachment A to review how the draft prioritization metrics and performance measures fit within the Draft TMP Vision, Goals, Purpose, Project Evaluation, Prioritization Metrics, and Performance Measures Framework.

PUBLIC AND STAKEHOLDER ENGAGEMENT

Public involvement is an essential component of the TMP update process. There will be multiple opportunities throughout the process for the public and stakeholders to learn about future transportation needs, envision improvements, and give feedback.

The project team will conduct Outreach Series 3 in April 2022 to share what the City has heard from the community to date and get feedback on draft modal plans for walking, biking, taking transit, using shared-use mobility vehicles, and driving in Shoreline. The team will also ask for input on the draft prioritization metrics and performance measures.

The TMP will serve the entire community, so it is critical to understand who lives, works, studies, and plays in Shoreline and what their needs are, especially ones who needs have been systemically neglected. For Outreach Series 3, the project team will endeavor to engage with more people who are typically underrepresented like Black Indigenous People of Color (BIPOC), youth, older adults, people with disabilities, people with low incomes, and people with limited English language skills. To engage with underrepresented community members, the team will display “pop-up” outreach materials and comment cards in places where people can encounter them in their daily lives like school cafeterias, gyms, libraries, social service and medical centers, and BIPOC-owned businesses, etc. The team will post multi-lingual yard signs, outreach flyers, and advertisements in ethnic media to encourage community members to provide their input via an online survey. In addition, the team will conduct small group meetings with underrepresented community groups to hear their feedback. Lastly, TMP Update webpage will host pre-recorded presentations that explain the outreach materials and provide a link to the online survey.

NEXT STEPS

Over the winter 2022, the project team will build on the knowledge gained from Outreach Series 1 and 2 and the future travel demand analysis. The project team will use this to develop a draft modal plans for pedestrian, bicycle, transit, shared-use mobility, and auto/freight modes.

The project team is also preparing to conduct Outreach Series 3 in April 2022 to share what the City has heard from the community to date and get feedback on draft modal plans and policies for walking, biking, taking transit, using shared-use mobility vehicles, and driving in Shoreline. The team will also ask for input on the draft prioritization metrics and performance measures.

COUNCIL GOAL(S) ADDRESSED

The TMP update supports all five of the 2021-2023 City Council Goals and directly supports the following City Council Goals:

- *Goal 2: Continue to deliver highly-valued public services through the management of the City's infrastructure and stewardship of the natural environment.*
- *Goal 3: Continue preparation for regional mass transit in Shoreline.*

RESOURCE/FINANCIAL IMPACT

There is no additional financial impact associated with the continued work on this project.

RECOMMENDATION

There is no action required tonight; this meeting will provide a briefing on the TMP draft prioritization metrics, draft performance measures, and upcoming Outreach Series 3 events and activities for Council's feedback.

ATTACHMENTS



Attachment A – Draft TMP Vision, Goals, Purpose, Project Evaluation, Prioritization Metrics, and Performance Measures Framework

Shoreline TMP Vision, Goals, Purpose, Project Evaluation, Prioritization Metrics, and Performance Measures Framework

Draft Revision Date: 3/10/22





Vision

Shoreline has a well-developed multimodal transportation system that offers safe and easy travel options that are accessible for everyone, builds climate resiliency, and promotes livability. This system has been developed over time, informed by a robust, inclusive dialogue with the community.

Goal	Purpose	Project Evaluation Criteria	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
Safety 	Prioritize Safety	Decrease Injury Collisions	Safety Metrics	Safety Performance Measures
	<i>Make Shoreline's transportation system safe and comfortable for all users, regardless of mode or ability.</i>	<i>Identify locations in need of increased safety measures based on collisions and traffic speed and volume.</i>	Location of improvement has a collision history (auto and/or pedestrian/bike):	<i>Report number of injury and fatal collisions citywide through the Annual Traffic Report.</i>
			At least one injury collision within the past five years	
			At least one pedestrian or bike/auto collision within the past five years	
			Two or more pedestrian or bike/auto collisions within the past five years	
			Location of improvement is along a street with speed limit :	
			≤ 25 mph	
			≤ 30 mph	
			≤ 35 mph	
			Location of improvement has a street classification of:	
Collector Arterial				
Minor Arterial				
Principal Arterial				
Equity 	Seek Equity	Provide Equitable Access	Equity Metrics	Equity Performance Measures
	<i>Ensure all people, especially those whose needs have been systemically neglected, are well served by making transportation investments through an anti-racist and inclusive process which results in equitable outcomes.</i>	<i>Identify areas of populations who have the greatest need (e.g., children, older adults, people with disabilities, lower income communities, communities of color, and limited English speakers).</i>	Equity Priority Areas based on the aggregated score of following	<i>Report number of newly constructed or renovated multimodal projects in Equity Priority Areas and number of public engagement activities for each of the projects.</i>
			Improvement is within an area of concentrated need based on Age : 18 years or younger 60 years or older ¹	
			Improvement is within an area of concentrated need based on income ≤ 80% of median income for a family of two ² .	
			Improvement serves a concentrated community of color Top 20% of population density of households of people of color.	
Improvement serves a concentrated community with disabilities Top 20% of population density of households of people with a disability.				
Improvement serves a concentrated community of limited English speakers Top 20% of population density of households with a limited English speaker.				

¹ Eligibility for the Older Americans Act starts at age 60.

² Eligibility threshold for King County Housing Authority residents is 80% of median income. U.S. Department of Housing and Urban Development (HUD) defines 50%-80% of median income as "Low Income".

Multimodality	Provide Multimodal	Reduce Auto Dependency	Multimodality Metrics	Multimodality Performance Measures
	<p>Expand and strengthen the multimodal network, specifically walking, biking, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.</p>	<p>Support frequent and reliable transit service (e.g., BAT lanes, queue jumps, etc.). Provide multimodal access to and from shared-use mobility hubs, transit stops, and transit stations.</p>	<p>Improvement is located along an existing or proposed transit route.</p>	<p>Report number of newly constructed multimodal projects along an existing or proposed transit route.</p>
			<p>Improvement is located within a ¼ mile radius of a bus stop.</p>	<p>Report number of newly constructed multimodal projects within a ¼ mile radius of a bus stop.</p>
			<p>Improvement is located within a ½ mile radius of an existing or planned BRT stop or light rail station.</p>	<p>Report number of newly constructed multimodal projects within a ½ mile radius of an existing or planned BRT stop or light rail station.</p>
			<p>Improvement connects to an existing or proposed location of a shared-use mobility hub or park and ride.</p>	<p>Report number of newly constructed multimodal connections to an existing or proposed location of a shared-use mobility hub or park and ride.</p>
Connectivity	Plan a Connected	Build a Connected Network ³	Connectivity Metrics	Connectivity Performance Measures
	<p>Complete a network of multimodal transportation connections to and from key destinations such as parks, schools, community services, commercial centers, places of employment, and transit.</p>	<p>Plan a robust network of connected transit, pedestrian, and bicycle routes to key destinations (e.g., parks, schools, etc.).</p>	<p>Improvement is located within a ¼ mile radius of a school.</p>	<p>Report number of newly constructed pedestrian and/or bicycle projects within a ¼ mile radius of a school.</p>
			<p>Improvement is located within a ¼ mile radius of a park.</p>	<p>Report number of newly constructed pedestrian and/or bicycle projects within a ¼ mile radius of a park.</p>
			<p>Closes gap or extends an existing pedestrian or bicycle facility.</p>	<p>Report number of newly constructed pedestrian and/or bicycle projects that close a gap or extend an existing pedestrian and/or bicycle facility.</p>
Climate Resiliency	Protect the Environment	Increase Resiliency to Climate Change ⁴	Climate Resiliency Metrics	Climate Resiliency Performance Measures
	<p>Increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.</p>	<p>Identify ways to reduce flooding vulnerabilities, urban heat island effect, and transportation-related greenhouse gas emissions.</p>	<p>Improvement is within a Surface Water Vulnerabilities area per the City's Climate Impacts Tool and will include measures to reduce surface water runoff.</p>	<p>Report number of newly constructed multimodal projects in Surface Water Vulnerabilities areas and number of measures used to reduce surface water runoff for each project.</p>
			<p>Improvement is within an Urban Heat Island area per the City's Climate Impacts Tool and will include measures to mitigate urban heat island effect.</p>	<p>Report number of newly constructed multimodal projects in Urban Heat Island areas and number of measures used to mitigate urban heat island effect for each project.</p>
			<p>Refer to Multimodality and Connectivity for metrics for reducing transportation-related greenhouse gas (GHG) emissions by encouraging taking other travel modes than driving.</p>	<p>Report Shoreline Vehicle Miles Traveled (VMT) per capita and its resulting GHG emissions.</p>
				<p>Report number of trees removed and trees planted for all newly constructed multimodal projects and its projected net amount of CO2 sequestered over 20 years.</p>
Community Vibrancy	Foster a Vibrant Community	Enhance Quality of Life	Community Vibrancy Metrics	Community Vibrancy Performance Measures
	<p>Support livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity, and accommodating the movement of people and goods.</p>	<p>Promote the movement and delivery of goods; multimodal access to local businesses and community services; connections to nature via trails and paths; and places for public art, culture, and community gathering.</p>	<p>Improvement enhances multimodal access to an activity center (within a ¼ mile radius of a retail/business area or civic/community building).</p>	<p>Report number of newly constructed multimodal projects within a ¼ mile radius of an activity center.</p>
			<p>Improvement provides an alternative to walking or bicycling along a motorized facility e.g., ped/bike bridge, trail/path through park or unopened right of way, etc.</p>	<p>Report number of newly constructed or renovated ped/bike bridges, trails, and paths.</p>
			<p>Improvement provides places for public art, culture, and/or community gathering e.g., locations of shared-use mobility hubs, trailheads, gateways, park frontages, mural corridors, sidewalk poetry, etc.</p>	<p>Report number of newly constructed or renovated places for public art, culture, and/or community gathering.</p>

³ Refer to Reduce Auto Dependency for criteria for accessing transit options. Refer to Community Vibrancy for accessing business and community services.

⁴ Refer to Reduce Auto Dependency for criteria for reducing transportation emissions by encouraging taking other travel modes than driving and see Climate Action Plan for electric vehicle charging station policies.