

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of the Transportation Element and Transportation Master Plan Updates: Draft Project Prioritization		
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) is currently updating its Transportation Element (TE) and Transportation Master Plan (TMP) to better serve the community's current and future transportation needs. The TE and TMP updates 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.

To date, the project team has assessed existing conditions and needs, conducted three rounds of public outreach, developed the TE/TMP Vision and Goals, created a draft project evaluation framework, developed the preferred auto level of service policy, and developed the draft Automobile, Pedestrian, Bicycle, Transit and Shared-use Mobility Hubs Plans.

Tonight, staff will provide Council with a refresher on the Vision and Goals and a briefing on what we heard from the public during Outreach Series 3, the preliminary data-driven project prioritization process, and the draft TE/TMP project list.

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 what we heard from the public during Outreach Series 3, the preliminary data-driven project prioritization process, and the draft TE/TMP project list for Council's feedback.

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

INTRODUCTION

The TE and TMP updates 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 TE and TMP updates 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 seventh in a series of briefings to Council about the TE and TMP updates.

On May 24, 2021, Council discussed and agreed with the vision and goals for the TE and TMP updates. More information can be found in the following staff report: [Discussion of the Transportation Master Plan Update](#).

On November 22, 2021, Council discussed and agreed with the project evaluation framework for the TE and TMP updates. More information can be found in the following staff report: [Discussion of the Transportation Master Plan Update](#).

On March 7, 2022, Council discussed and agreed with the preferred auto level of service policy for the TE and TMP updates. More information can be found in the following staff report: [Discussion of the TMP Update: Draft Auto Level of Service](#).

On March 28, 2022, Council discussed the draft prioritization metrics and performance measures for the TE and TMP updates. More information can be found in the following staff report: [Discussion of the Transportation Master Plan Update: Draft Prioritization, Performance Measures, and Outreach Approach](#).

On April 4, 2022, Council discussed the TE/TMP draft Transit, Shared-use Mobility, and Pedestrian Plans. More information can be found in the following staff report: [Discussion of the Transportation Master Plan Update: Draft Transit, Shared-use Mobility, and Pedestrian Plan](#).

And on April 18, 2022, Council discussed the TE/TMP draft Bicycle Plan. The staff report for that discussion can be found at the following link: [Discussion of the Transportation Master Plan Update: Draft Bicycle Plan](#).

This report provides an overview to tonight's presentation and discussion about what the City heard from the public during Outreach Series 3, the preliminary data-driven project prioritization process, and the draft TE/TMP project list.

BACKGROUND

The City is currently updating its TE and TMP to better serve the community's current and future transportation needs. The TE/TMP supports all forms of travel – by foot, bicycle, skateboard, scooter, stroller, wheelchair, transit, motorcycle, automobile, etc. With the upcoming arrival of light rail transit, new and higher frequency bus service, new pedestrian/bicycle connections, and land use changes and growth, the TE and TMP

updates provide an opportunity to further align transportation vision, goals, objectives, and policies with the City's Comprehensive Plan.

The TE is meant to be a high-level policy document that sets vision, goals, and policies to guide local and regional transportation investments and define the City's future transportation policies, programs, and projects for the next 20 years. It is updated less frequently than the TMP. The TMP is meant to be a strategic document that provides the level of detail to implement the TE vision, goals, and policies. It has historically been included as an attachment to the City's Comprehensive Plan and the TE.

The TE and TMP updates 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 TE and TMP as a guide, the City can assess the relative importance of transportation projects and programs and schedule their planning, engineering, and construction as growth takes place within Shoreline and the need for improved and new facilities is warranted. The TE and TMP updates also establish project prioritization methodology/criterion to be included in future Transportation Improvement Plans (TIPs) and Capital Improvement Plans (CIPs).

The last update to the TMP was in 2011 and the last update to the TE was in 2012. The TE must be updated to align with the City's Comprehensive Plan periodic update by 2024 to 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 TMP also needs to be updated to be in sync with the TE update.

The TE adopted in 2012 does not include all the State mandatory elements but instead references the TMP as the supporting documentation for the City's Comprehensive Plan. Under this approach, anytime a change was necessary to the TMP, a Comprehensive Plan amendment was required to change it. Comprehensive Plan amendments can only occur once a year, which has prevented the City from being as nimble as needed to update the TMP.

Starting with the currently in-process update to the TE and TMP, the TE will no longer reference the TMP. The TE will meet the State requirements without referencing the TMP. The TMP will continue to include the more technical details that are not required by the State to be included in the Comprehensive Plan or TE. This unbundling will allow greater flexibility for staff to bring possible updates on procedures and technical specifications to respond to changes in the transportation system to Council faster than current requirements allow.

TE and TMP Schedule Updates

In fall 2020, the City launched a multi-year process to update the TE and TMP and anticipated having both finalized by the end of 2022. With the unbundling of the TE and TMP, the adoption for the TMP schedule has shifted slightly. The current schedule has adoption of the TE update by the end of 2022 and finalizes the TMP update in early 2023. This allows staff adequate time to finish all the State mandated elements for the TE before shifting their attention to finalizing the TMP.

To date, the project team has assessed existing conditions and needs; conducted Outreach Series 1, 2, and 3; developed the TMP Vision and Goals; created a draft project evaluation framework; developed the preferred auto level of service policy; developed the draft Automobile, Pedestrian, Bicycle, Transit and Shared-use Mobility Hubs Plans; prepared a draft transportation project list; and ran an initial draft prioritization analysis of the project list.

The team is currently preparing the Outreach Series 3 Summary Report and draft TE update. The following overview schedule shows key milestones for the TE and TMP update process.



Vision and Goals Recap

On May 24, 2021, Council discussed and agreed with the staff proposed TE/TMP Vision and Goals. 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 updates to the TE and 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 TE/TMP Vision and Goals based on input received from the public and community groups about their transportation priorities and needs as well as from input received from City staff representing most City departments and their unique perspectives during a TMP Goals Setting Workshop.

Having clearly defined goals helps the City accomplish this vision. The TE/TMP Vision has six goals (Safety, Equity, Multimodality, Connectivity, Climate Resiliency, and Community Vibrancy), each with its own purpose statement (see Table 1). These goals were influenced by public input received during Outreach Series 1. More information can be found in the following staff report: [Discussion of the Transportation Master Plan Update](#).







Project Evaluation Framework Recap

The TE and TMP updates 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 TE and TMP updates will help the City assess the relative importance of transportation projects and programs; and schedule their planning,

engineering, and construction as growth takes place within Shoreline and the need for improved and new facilities is warranted. The TE and TMP updates also establish a methodology for a prioritization of a list of financially constrained 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 prioritization criteria (see Table 1) that are tied to the TE/TMP's Goals. More information can be found in the following staff report: [Discussion of the Transportation Master Plan Update](#).

Table 1: TE/TMP Prioritization Framework

Goal	Purpose	Project Evaluation Criteria
Safety 	Prioritize Safety Make Shoreline's transportation system safe and comfortable for all users, regardless of mode or ability.	Decrease Injury Collisions Identify locations in need of increased safety measures based on collisions and traffic speed and volume.
Equity 	Seek Equity 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.	Provide Equitable Access 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).
Multimodality 	Provide Multimodal Options Expand and strengthen the multimodal network, specifically walking, biking, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.	Reduce Auto Dependency 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.
Connectivity 	Plan a Connected Community 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.	Build a Connected Network¹ Plan a robust network of connected transit, pedestrian, and bicycle routes to key destinations (e.g., parks, schools, libraries, etc.).
Climate Resiliency 	Protect the Environment Increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.	Increase Resiliency to Climate Change² Identify ways to reduce flooding vulnerabilities, urban heat island effect, and transportation-related greenhouse gas emissions.
Community Vibrancy 	Foster a Vibrant Community 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.	Enhance Quality of Life 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.

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 TE and TMP updates, staff has engaged with community members and stakeholders through public outreach events and activities. Tonight, we will brief the Council on a summary of what we heard from the public during Outreach Series 3, the preliminary data-driven project prioritization process, and the draft TE/TMP project list.

Public and Stakeholder Engagement

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

The project team conducted Outreach Series 3 between April 19 and May 16, 2022, to share what the City heard from the community to date and receive feedback on draft modal plans for walking, biking, taking transit, using shared-use mobility hubs, and driving in Shoreline. The team also asked for input on the draft prioritization metrics and performance measures.

The TE and TMP updates will serve the entire community, so it is critical to understand the needs of people who live, work, study, and play in Shoreline, especially those whose needs have been systemically neglected. For Outreach Series 3, the project team endeavored to engage with more people who are typically underrepresented, such as those who identify as being from Black, Indigenous, or People of Color (BIPOC) communities; 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 displayed “pop-up” outreach materials and comment cards in the following places where people could encounter them in their daily lives:

- Einstein Middle School
- Ronald Commons
- Richmond Beach Branch Library
- Spartan Recreation Center
- Shoreline Library
- Shorewood High School

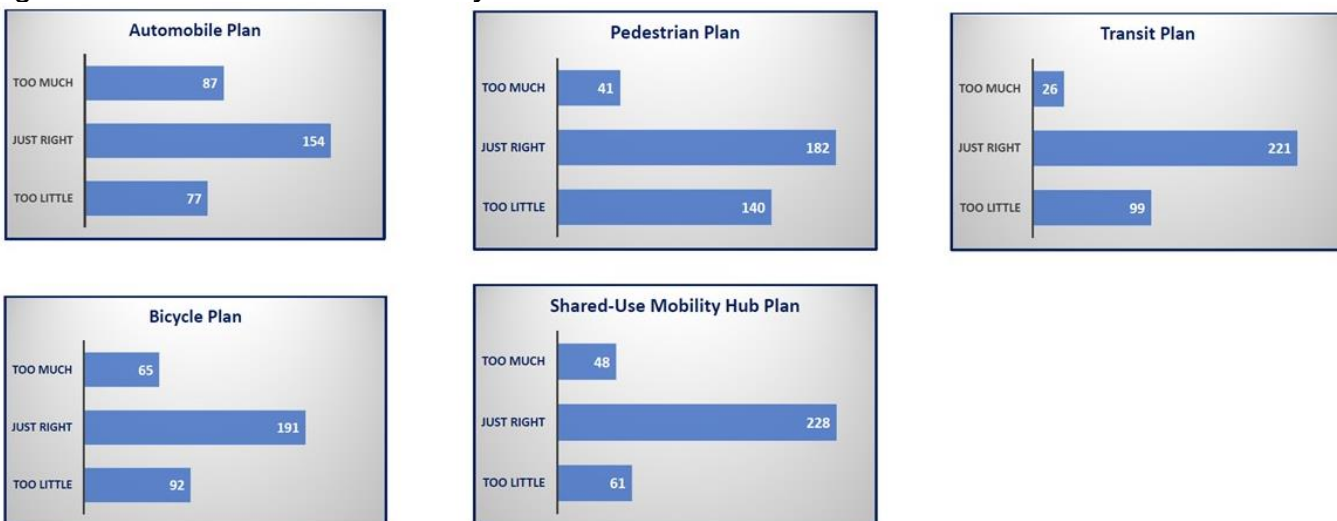
To encourage community members to provide input via an online survey, the team posted multi-lingual yard signs in English, Spanish, and Mandarin; posted outreach flyers in the community; and placed print and radio advertisements in Spanish and Chinese ethnic media. Lastly, the TMP Update webpage hosted pre-recorded presentations explaining the outreach materials and provided a link to the online survey.

The Outreach Series 3 survey was responded to by 427 people according to the following breakdown:

- 398 English online
- 2 Spanish online
- 9 Chinese online
- 18 pop-up display comment cards
- **427 total participants**

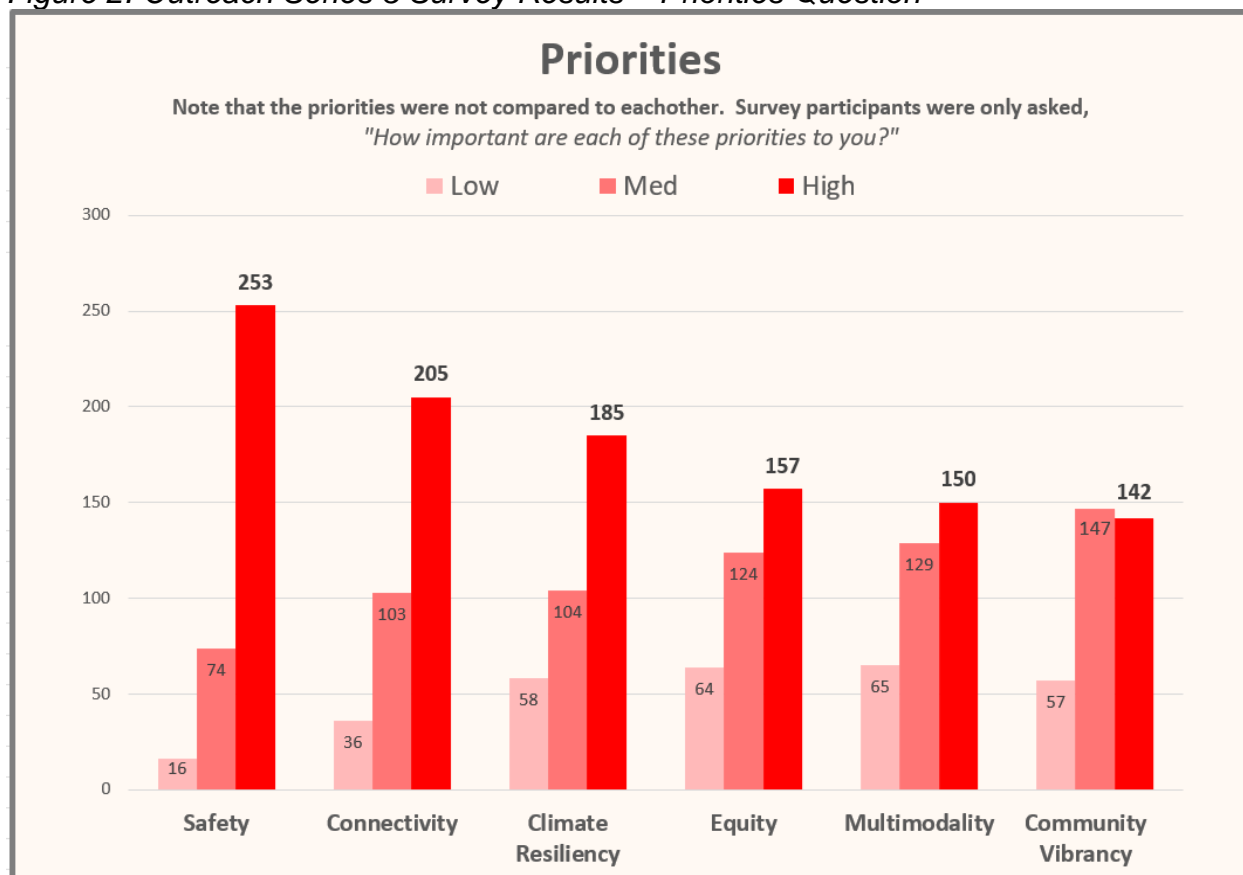
The City shared the draft Automobile, Pedestrian, Bicycle, Transit, and Shared-use Mobility Hub Plans during Outreach Series 3 and the survey asked the community their opinion on whether each plan provided too little, too much, or just the right amount of accommodation for the specified travel mode. While there was a wide array of opinions on the appropriate level of accommodation for each travel mode, most of the survey participants felt that the draft modal plans would provide the right amount of improvements for each mode (see Figure 1 below).

Figure 1: Outreach Series 3 Survey Results – Draft Modal Plans Question



To gain the community's input on the prioritization process, the survey described the TE/TMP prioritization framework (see Table 1 above) and asked participants how important each of the draft priorities were to them. Figure 2 shows the aggregated survey results of the value of each priority to the survey respondents.

Figure 2: Outreach Series 3 Survey Results – Priorities Question



The project team is currently reviewing all of the survey comments and preparing a TE/TMP Outreach Series 3 Summary Report and anticipates posting it to the project website this summer at <https://www.shorelinewa.gov/tmp>.

Draft Project Prioritization Process

Since the City operates within a finite set of resources, it is important to develop a transparent, equitable, and data-driven process for prioritizing implementation of the transportation projects over the next 20 years.

Building on the project prioritization criteria, the project team presented a companion set of draft prioritization metrics to Council on March 28, 2022. For more information on this discussion can be found in the following staff report: [Discussion of the Transportation Master Plan Update: Draft Prioritization, Performance Measures, and Outreach Approach](#). Since this discussion, the team has assigned a draft point system to the prioritization metrics (see Attachment A) based on Council goals, City policies, and community feedback. The intent is to use the prioritization metrics to score a list of potential transportation projects to see if they are a high, medium, or low priority. Ultimately, the team will use the prioritization results to develop a draft financially constrained list of priority projects to be included in the TE and TMP updates.

Equity Evaluation

Becoming an anti-racist community is a Council goal that requires taking actionable steps toward equitable outcomes. Over the past several years, the City has reoriented

its efforts to seek equity and social justice in Shoreline and this emphasis is reflected in the approach to the TE and TMP updates. From the beginning of the TE and TMP update process, discussions among City staff, the community, the Planning Commission, and the City Council have focused on equity, including how to move beyond the status quo and ensure that all people, especially those whose needs have been systemically neglected, are well served by the transportation investments identified in the TE and TMP updates.

The following sub metrics of socio-demographic variables were used to identify communities in most need of transportation options and thus should be prioritized in planning transportation investments as part of the TE and TMP updates:

- **Youth and seniors:** Defined by census block groups with greater proportions of people who are under 18 years or older than 60 years.
- **Households with lower incomes:** Defined by census block groups with more households that have incomes lower than 80% of the King County Median Income for a four-person household.
- **Communities of color:** Defined by census block groups with highest concentration of people who are not white.
- **People with disabilities:** Defined by census tracts with the highest concentration of people with a disability. (Note: this data is not available at the census block group level due to anonymity concerns.)
- **Limited English speakers:** Defined by census block groups with the highest concentration of people who have limited English proficiency.

Attachment B is the composite draft Equity Priority Map (accompanied by the underlying equity sub metric maps) that identifies where underserved communities live in Shoreline, indicating locations where projects may be prioritized to promote equitable access for the people most in need. Areas in the composite draft Equity Priority Map that score high in one or more of the Equity sub metrics rise in level of priority because people living in these areas experience compounded challenges.

Development of the Draft Project List

Over the spring of 2022, the project team developed a draft project list needed to fulfill the draft Automobile, Pedestrian, Bicycle, Transit, and Shared-use Mobility Hub Plans which were shared with the community during Outreach Series 3. Overall, there are 175 projects identified in the draft project list (see Attachment C). The team grouped the draft projects into the following categories (note: abbreviations for project categories are shown in parentheses correspond to abbreviations on draft project list in Attachment C and draft project prioritization map in Figure 4):

- *Intersection (I) and Multimodal Corridor (MMC) Projects*
- *Unimproved Right-of-Way (R)*
- *Trail Along the Rail (TAR)*
- *Trail Connection (T)*
- *Bridge (B) Project*
- *Shared-use Mobility Hubs (SUM)*

A definition of these categories is provided below.

Intersection (I) and Multimodal Corridor (MMC) Projects

The project team performed a future travel demand analysis to identify capacity projects needed to accommodate the TE/TMP proposed Level of Service (LOS) standards for intersections and roadway segments. This analysis is required by RCW 36.70A.070(6) to demonstrate that the proposed project list can accommodate the level of growth anticipated over the planning horizon, which will allow the City to meet its concurrency requirements.

The following future planned projects that will provide capacity have already been committed to by the City:

- N 160th St & Greenwood Ave N & N Innis Arden Way – Roundabout
- Meridian Ave N from N 155th St to N 175th St – Restripe with two-way left turn lane in key locations
- N 185th St from 1st Ave NE to 5th Ave NE (west of I-5) – Sound Transit to rechannelize to 3-lane cross section by station opening

The following additional capacity projects are needed to meet the City's proposed LOS standard by 2044 to accommodate expected growth:

- Dayton Ave N & Carlyle Hall Road – Realign intersection geometry and signalize
- 1st Ave NE & N 155th St – Redesign as urban compact roundabout
- 25th Ave NE & NE 150th St – Redesign as urban compact roundabout
- Meridian Ave N & N 175th St – Lane reconfiguration and signal phase changes
- Meridian Ave N from N 155th St to N 175th St (NB) – Either widen or provide a segment LOS exemption
- Meridian Ave N from N 175th St to N 185th St (NB) – Either widen or provide a segment LOS exemption

Additionally, MMC projects include pedestrian, bicycle, and/or transit access improvements needed to safely accommodate all travel users of the road.

Unimproved Right-of-Way (R)

Areas with public access known as “unimproved right of way” that could accommodate a future pathway connection to expand the walking network.

Trail Along the Rail (TAR)

An approximately 2.5 mile shared-use trail running roughly parallel to the planned Lynnwood Link Light Rail Extension alignment between 145th Street and 195th Street.

Trail Connection (T)

Future on-street trail connections including the planned 145th Street Off Corridor Bike Network and planned on-street connections to the Trail Along the Rail. These connections will help cyclists navigate from trails to their final destinations. While these routes have various bicycle facility types, they tend to be on low-speed, low volume local streets.

Bridge (B) Project

The only proposed bridge project is the 148th Street Non-Motorized Bridge project. It will provide pedestrian and bicycle access across Interstate 5 to the Shoreline South/148th light rail station.

Shared-use Mobility Hubs (SUM)

Shared-use mobility hubs are places of connectivity where different modes of transportation come together seamlessly at concentrations of employment, housing, shopping, and recreation. Shared-use mobility hubs can include space for bike share, scooter share, car share, as well as curb space for ride hailing services/pickups like Uber and Lyft. They also can provide creature comforts like public bathrooms, information kiosks, outdoor seating, bike parking, public art, and cell-phone recharging stations. Per the draft Shared-use Mobility Hub Plan there are 18 proposed locations for shared-use mobility hubs projects which are categorized into the following three typologies:

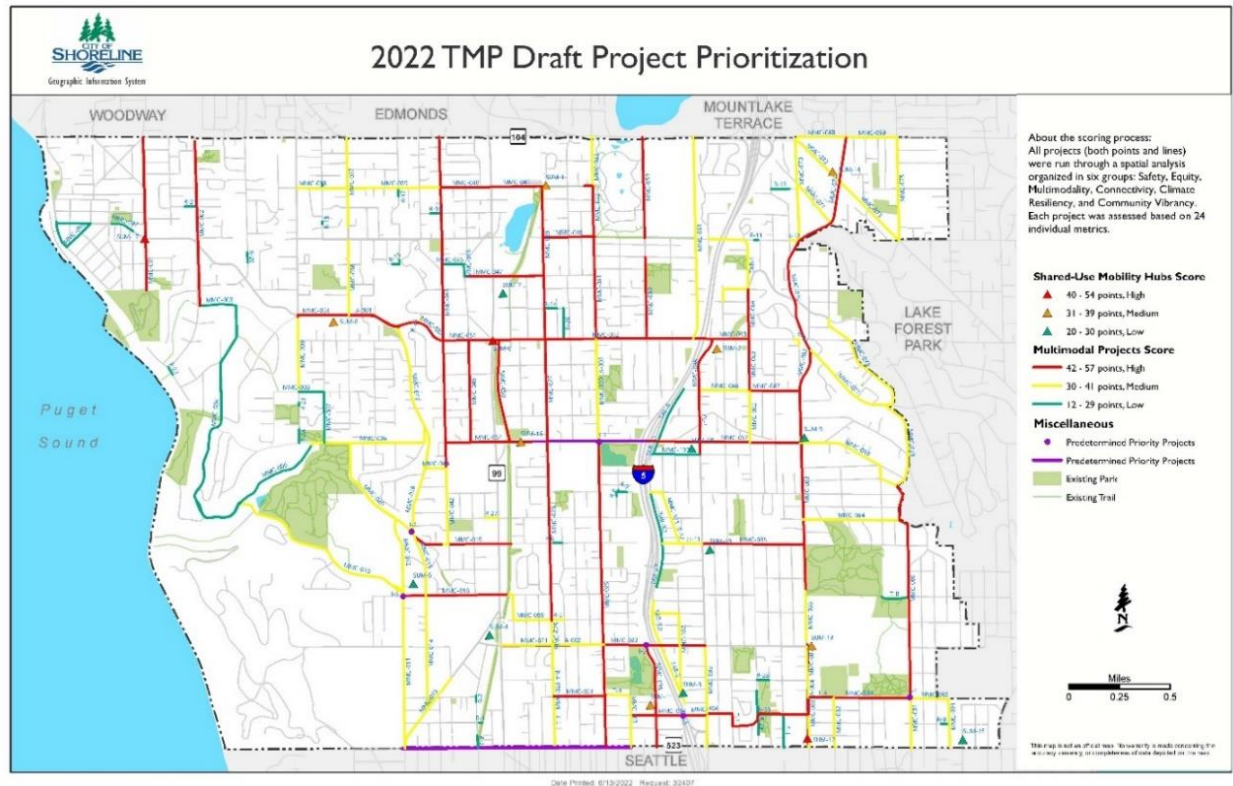
- **Regional hubs** are near light rail stations or major bus stations and should have the most features and amenities, as they will support the largest quantity of people from within and outside of Shoreline.
- **Central hubs** connect to key locations in Shoreline and should have sufficient amenities to support commuting, leisure, and recreation at and around hubs.
- **Neighborhood hubs** are the smallest type of mobility hubs and should focus on simple, pedestrian-friendly, and comfortable amenities for local communities.

Prioritization of Draft Projects

During the preliminary project prioritization process, the team ran each draft project on the list through a spatial analysis organized by the six goals of Safety, Equity, Multimodality, Connectivity, Climate Resiliency, and Community Vibrancy. Each project was assessed and scored based on the sub metrics shown in Attachment A.

Figure 4 shows the draft project prioritization map with preliminary prioritization scoring results for each project on the draft project list. Red indicates high priority, yellow indicates medium priority, and green indicates low priority. Previously prioritized projects that require implementation funding are shown in purple but were not run through the draft prioritization analysis because the City has already committed to building them.

Figure 4: Draft Project Prioritization Map



Attachment C shows the draft project list with preliminary prioritization scoring results for each project. The previously prioritized projects that require implementation funding are included at the bottom the project list.

NEXT STEPS

Over the summer 2022, the project team will incorporate public feedback from Outreach Series 3 as well as input from the Council and Planning Commission to develop a draft TE update as part of the 2022 Comprehensive Plan Amendment Docket process. The team plans to return to Council in August to present the draft TE update.

COUNCIL GOAL(S) ADDRESSED

The TE and TMP updates support all five of the 2022-2024 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.*
- *Goal 4: Expand the City's focus on equity and social justice and work to become an Anti-Racist community.*

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 what we heard from the public during Outreach Series 3, the preliminary data-driven project prioritization process, and the draft TE/TMP project list for Council's feedback.

ATTACHMENTS

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Attachment A – Draft Prioritization Scorecard

Attachment B – Draft Equity Priority Areas Maps

Attachment C – Draft Project List

Shoreline TMP Prioritization Metrics Framework

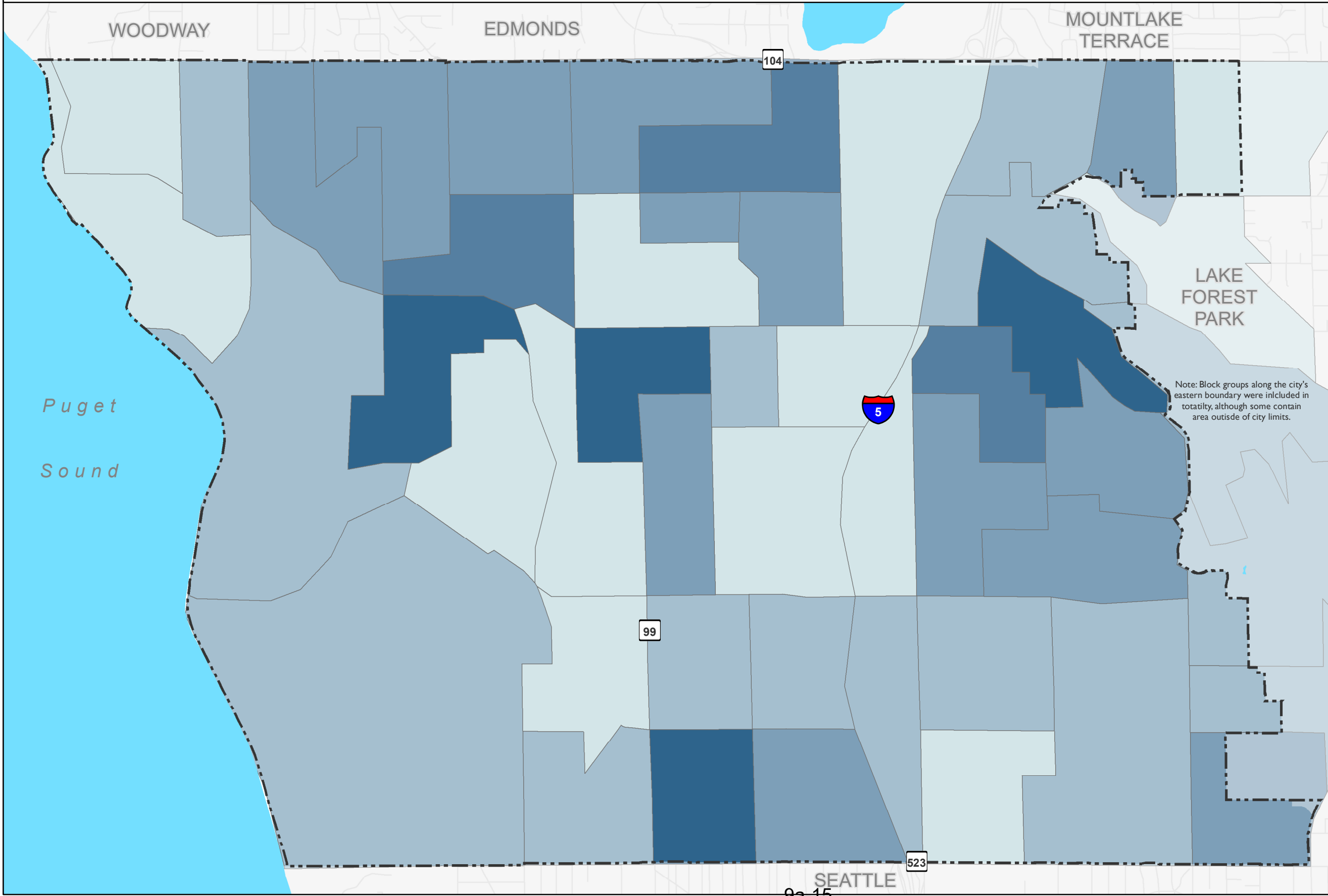
Draft Revision Date: 6/10/22

Goal	Project Prioritization Metrics	Max Points
<div>Safety</div> <div></div>	Safety Metrics	20 Points
	Location of improvement has a collision history (auto and/or pedestrian/bike):	
	At least one minor injury collision within the past five years	3 Points
	At least one serious or fatal injury collision within the past five years	6 Points
	At least one pedestrian or bike/auto collision within the past five years	2 Points
	Two or more pedestrian or bike/auto collisions within the past five years	4 Points
	Location of improvement is along a street with speed limit :	
	≤ 25 mph	1 Point
	≤ 30 mph	2 Points
	≤ 35 mph	3 Points
	≤ 40 mph	4 Points
	Location of improvement has a street classification of:	
	Collector Arterial	1 Point
	Minor Arterial	2 Points
	Principal Arterial	3 Points
<div>Equity</div> <div></div>	Equity Metrics <i>Equity Priority Areas based on the aggregated score of following metrics:</i>	18 Points
	Improvement is within an area of concentrated need based on Age : 18 years or younger	<i>For each sub metric:</i> >80% = 3 Points 60-80% = 2 Points 40-60% = 0 Points 20-40% = 0 Points < 20% = 0 Point <i>Except, "Income" sub metric:</i> ≤ 50% of median income = 3 Points 51-80% of median income = 2 Point >80% of median income = 0 Point
	Improvement is within an area of concentrated need based on Age : 60 years or older ¹	
	Improvement is within an area of concentrated need based on income ≤ 80% of median income for a family of four 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.	
<div>Multimodality</div> <div></div>	Multimodality Metrics	12 Points
	Improvement is located along an existing or proposed transit route .	3 Points
	Improvement is located within a ¼ mile radius of a bus stop .	3 Points
	Improvement is located within a ½ mile radius of an existing or planned BRT stop or light rail station .	3 Points
	Improvement connects to an existing or proposed location of a shared-use mobility hub or park and ride .	3 Points
<div>Connectivity</div> <div></div>	Connectivity Metrics	12 Points
	Improvement is located within a ¼ mile radius of a school .	4 Points
	Improvement is located within a ¼ mile radius of a park .	4 Points
	Closes gap or extends an existing pedestrian or bicycle facility .	4 Points
<div>Climate Resiliency</div> <div></div>	Climate Resiliency Metrics	4 Points
	Improvement is within a Surface Water Vulnerabilities area per the City's Climate Impacts Tool and will include measures to reduce surface water runoff.	2 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.	2 Points
	Refer to Multimodality and Connectivity for metrics for reducing transportation-related greenhouse gas (GHG) emissions by encouraging taking other travel modes than driving.	N/A
<div>Community Vibrancy</div> <div></div>	Community Vibrancy Metrics	6 Points
	Improvement enhances multimodal access to an activity center (within a ¼ mile radius of a retail/business area or civic/community building).	2 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.	2 Points
	Improvement provides places for public art, culture, and/or community gathering e.g., locations of shared-use mobility hubs and park frontages.	2 Points
	Total Max Project Score	72

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”.

2022 TMP Draft Equity Priority Areas, Composite Score



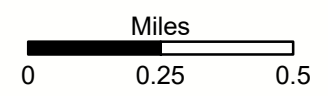
All projects were run through a spatial analysis by block group using 5-year data from the American Community Survey(2016-2020), part of the US Census. Each block group was assessed based on concentrations of these metrics:

- Population under 18
- Population 60 and older
- Household Income
- People of Color
- People with a Disability
- Limited English speaking

Equity Composite Score

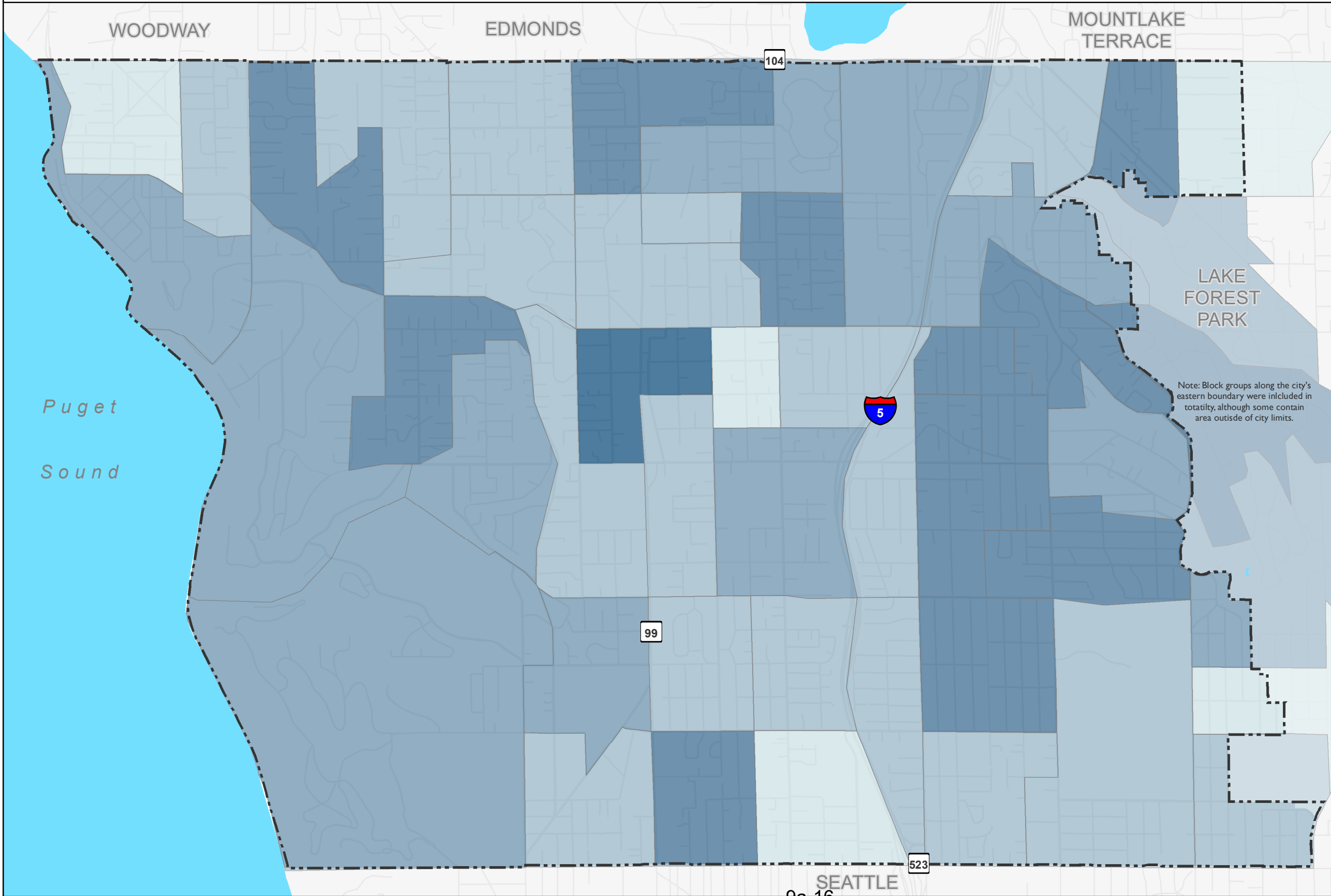
- 9-10 points, High
- 7-8 points, Medium/High
- 4-6 points, Medium
- 1-3 points, Low/Medium
- 0 points, Low

Note: Block groups along the city's eastern boundary were included in totality, although some contain area outside of city limits.



This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

2022 TMP Draft Equity Priority Areas, Population under 18



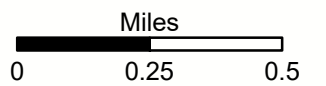
All projects were run through a spatial analysis by block group using 5-year data from the American Community Survey(2016-2020), part of the US Census. Each block group was assessed based on concentrations of these metrics:

- Population under 18
- Population 60 and older
- Household Income
- People of Color
- People with a Disability
- Limited English speaking

Population under 18

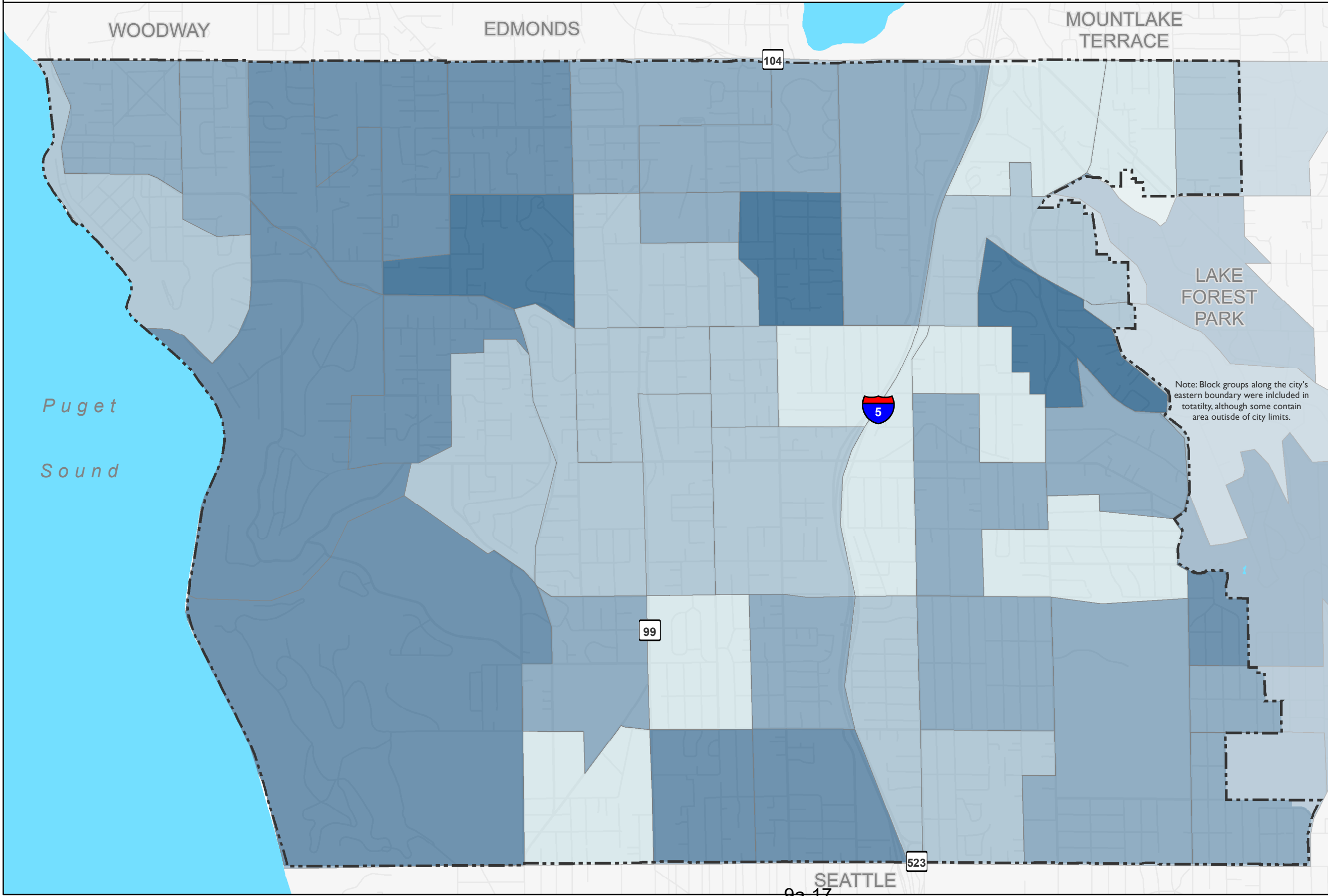
- 369 - 438, High
- 300 - 368, Medium/High
- 230 - 299, Medium
- 161 - 229, Low/Medium
- 90 - 160, Low

Note: Block groups along the city's eastern boundary were included in totality, although some contain area outside of city limits.



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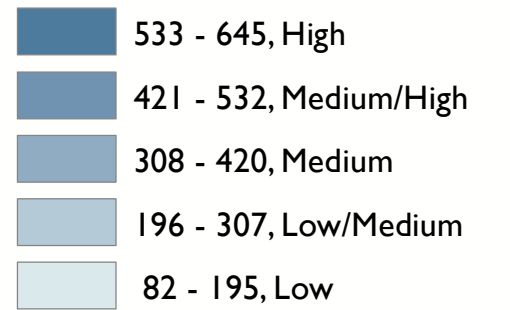
2022 TMP Draft Equity Priority Areas, Population Age 60 or older



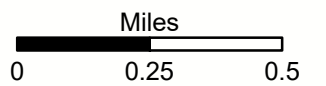
All projects were run through a spatial analysis by block group using 5-year data from the American Community Survey(2016-2020), part of the US Census. Each block group was assessed based on concentrations of these metrics:

- Population under 18
- Population 60 and older
- Household Income
- People of Color
- People with a Disability
- Limited English speaking

Population Age 60 or older

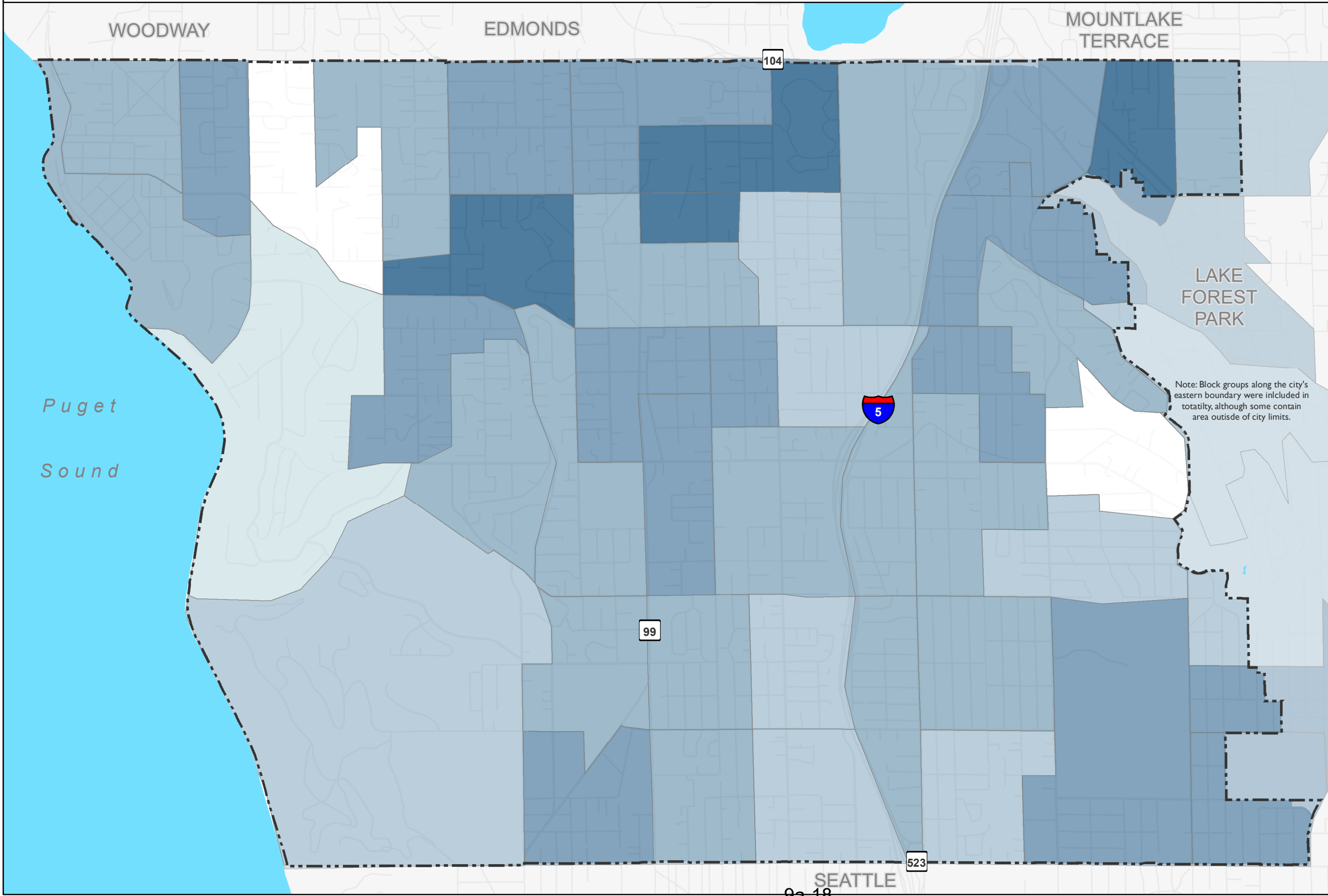


Note: Block groups along the city's eastern boundary were included in totality, although some contain area outside of city limits.



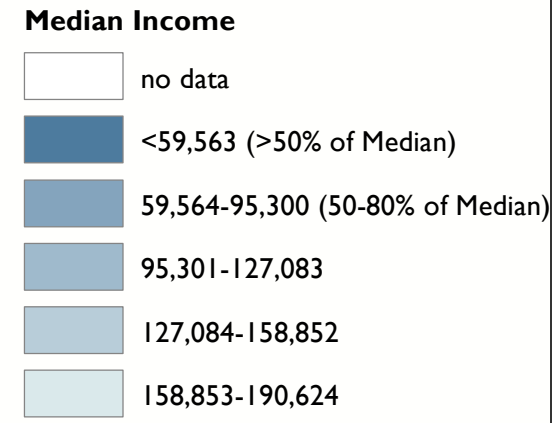
This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

2022 TMP Draft Equity Priority Areas, Median Income



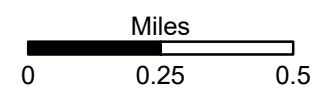
All projects were run through a spatial analysis by block group using 5-year data from the American Community Survey(2016-2020), part of the US Census. Each block group was assessed based on concentrations of these metrics:

- Population under 18
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- Household Income
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- People with a Disability
- Limited English speaking



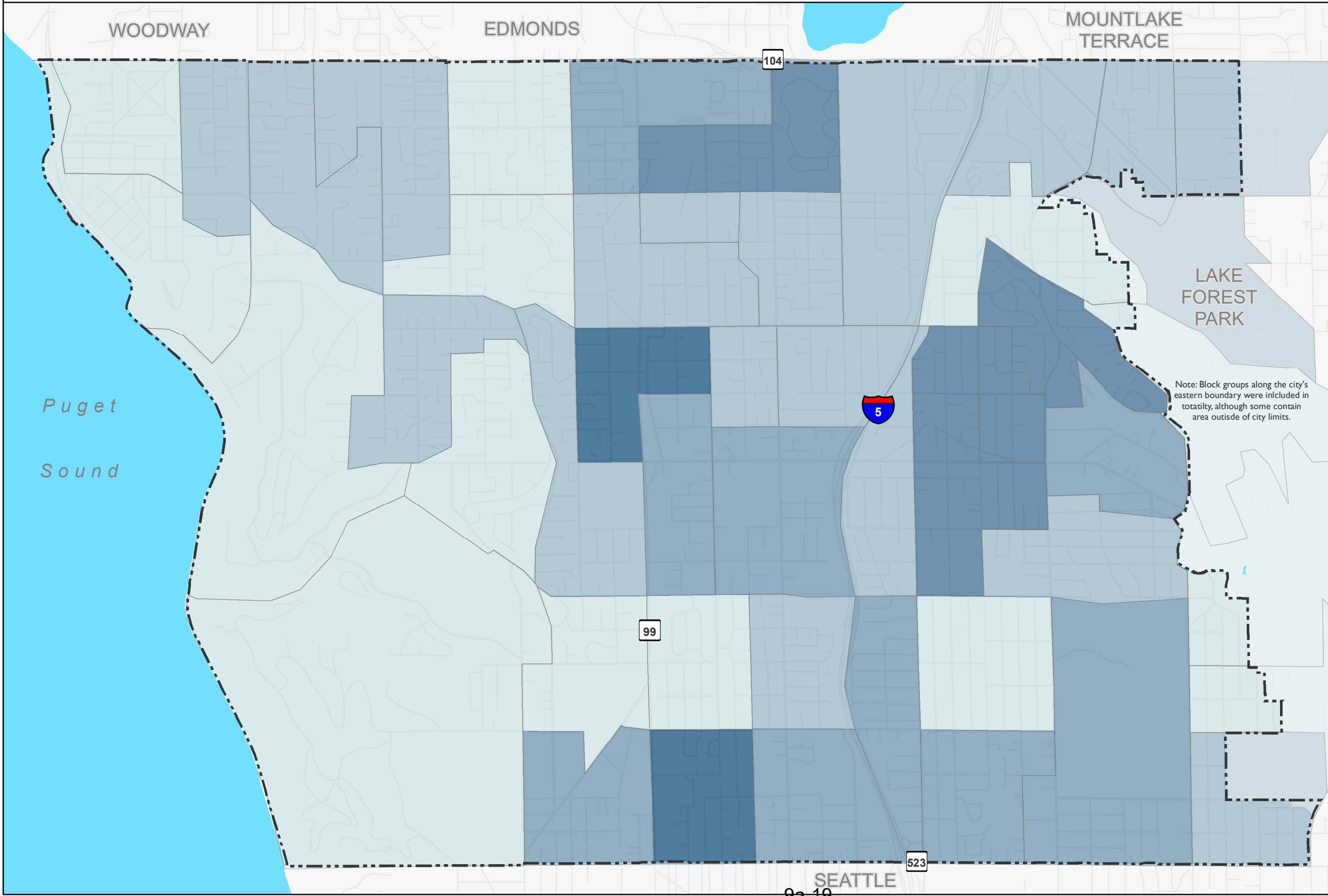
Note: Block groups along the city's eastern boundary were included in totality, although some contain area outside of city limits.

Eligibility threshold for King County Housing Authority residents is 80% of median income.
ACS data unavailable for block groups shown in white



This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

2022 TMP Draft Equity Priority Areas, People of Color



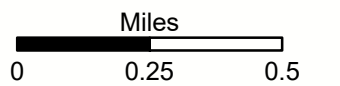
All projects were run through a spatial analysis by block group using 5-year data from the American Community Survey(2016-2020), part of the US Census. Each block group was assessed based on concentrations of these metrics:

- Population under 18
- Population 60 and older
- Household Income
- People of Color
- People with a Disability
- Limited English speaking

People of Color

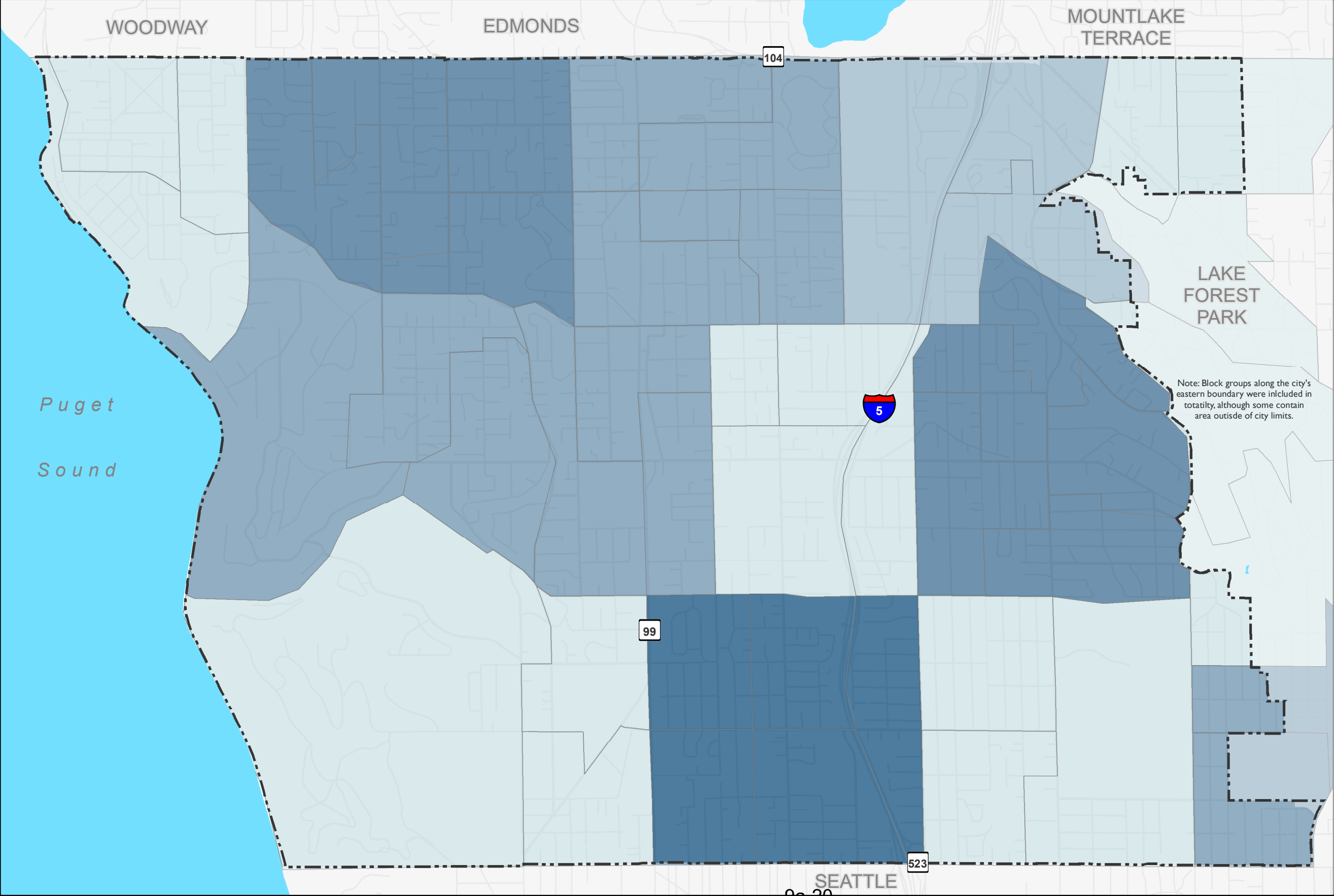
- 811-988, High
- 633-810, Medium/High
- 455-632, Medium
- 277-454, Medium/Low
- 98-276, Low

Note: Block groups along the city's eastern boundary were included in totality, although some contain area outside of city limits.



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2022 TMP Draft Equity Priority Areas, People with a Disability

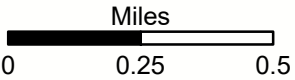


All projects were run through a spatial analysis by block group using 5-year data from the American Community Survey(2016-2020), part of the US Census. Each block group was assessed based on concentrations of these metrics:

- Population under 18
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- Household Income
- People of Color
- People with a Disability
- Limited English speaking

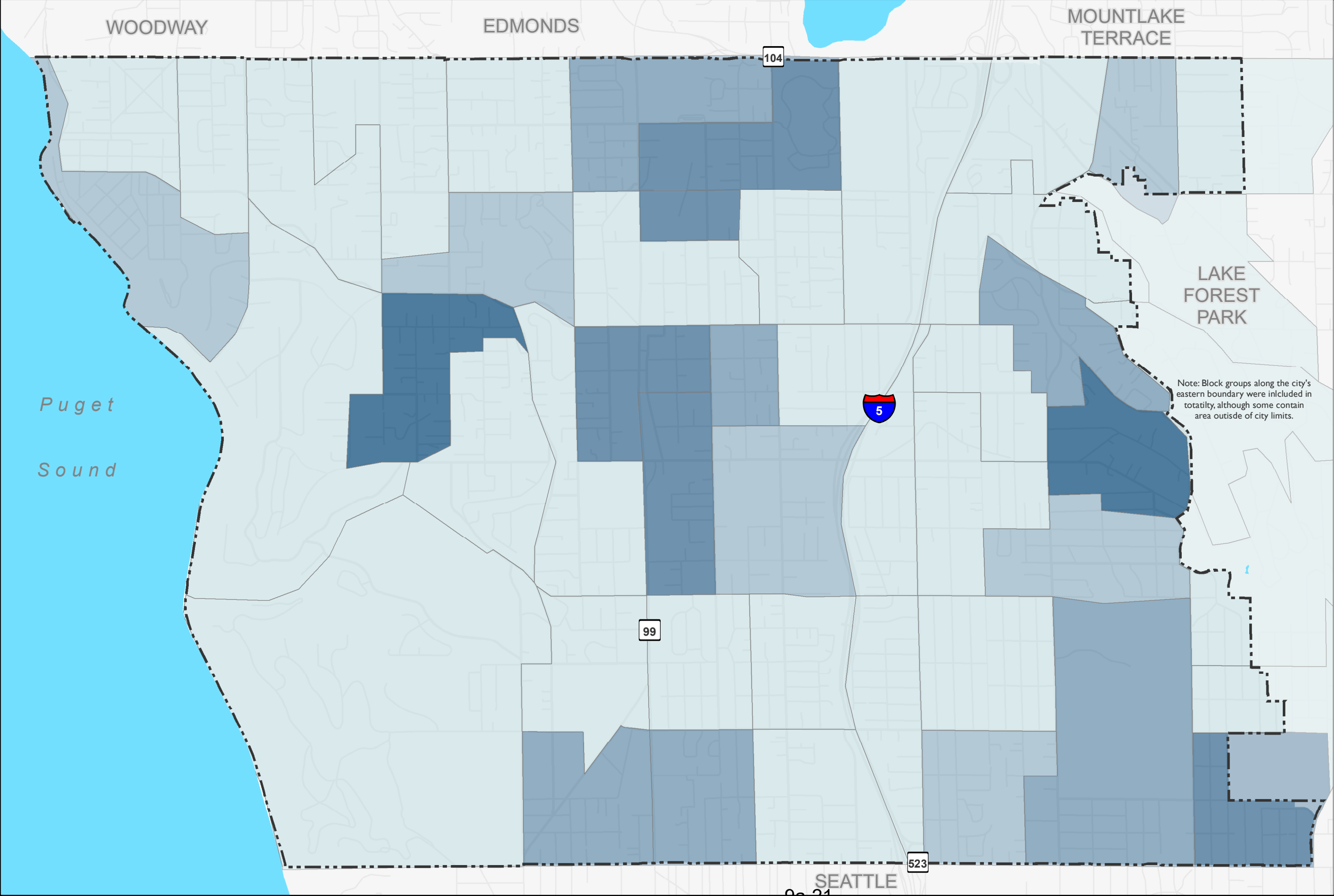
People with a Disability

- 939 - 1107, High
- 770 - 938, Medium/High
- 600 - 769, Medium
- 431 - 599, Low/Medium
- 261 - 430, Low



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2022 TMP Draft Equity Priority Areas, Limited English Speakers



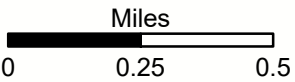
All projects were run through a spatial analysis by block group using 5-year data from the American Community Survey(2016-2020), part of the US Census. Each block group was assessed based on concentrations of these metrics:

- Population under 18
- Population 60 and older
- Household Income
- People of Color
- People with a Disability
- Limited English speaking

Limited English Speakers

- 103-128, High
- 78-102, Medium/High
- 52-77, Medium
- 27-51, Low/Medium
- 0-26 , Low

Note: Block groups along the city's eastern boundary were included in totality, although some contain area outside of city limits.



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2022 TMP DRAFT PROJECT PRIORITIZATION MATRIX					SAFETY							EQUITY							MULTIMODALITY				CONNECTIVITY			CLIMATE RESILIENCY		COMMUNITY VIBRANCY			TOTALS						
PROJECT ID	PROJECT TYPE	STREET	FROM	TO	1+ Minor Injury Collision	1+ Serious or Fatal Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	Street Classification	Speed Limit	Age - Children < 18	Age - Older Adults > 60	Income	Community of Color	Disabilities	Limited English Speakers	Along Transit Route	1/4 mile Bus Stop	1/2 mile BRT or Light Rail Station	Connects to Mobility Hub or P-n-R	1/4 mile School	1/4 mile Park	Closes Gap or Extends Ped/Bike Facility	Surface Water Vulnerability	Urban Heat Island	Multimodal Access to Activity Center	Alternative Ped/Bike Route	Places for Art, Culture, & Gathering	Total Safety	Total Equity	Total Multimodality	Total Connectivity	Total Climate Resiliency	Total Community Vibrancy	Total Score		
MMC-001	MMC	20th Ave NW	NE 205th St	NW 190th St	3	6	2	4	2	2	0	0	2	0	0	0	3	3	0	3	4	4	4	0	2	2	0	2	19	2	9	12	2	4	48		
MMC-002	MMC	15th Ave NW	N 205th St	NW 188th St	0	6	2	0	2	2	2	2	2	0	2	0	3	3	0	0	4	4	4	0	2	2	2	2	12	8	6	12	2	6	46		
MMC-003	MMC	NW 188th St	15th Ave NW	14th Ave NW	0	0	0	0	1	1	0	2	0	0	0	0	0	3	0	0	0	0	4	4	0	2	0	0	2	2	3	8	2	0	17		
MMC-004	MMC	14th Ave NW / 15th Ave NW	NE 188th St	NW Innis Arden Way	0	6	0	0	1	2	0	2	0	0	0	0	0	3	0	0	0	0	4	4	2	0	0	0	9	2	3	8	2	0	24		
MMC-005	MMC	10th Ave NW	NW Innis Arden Way	N 175th Street	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	4	4	4	0	0	0	0	3	2	0	12	0	0	17		
MMC-006	MMC	N 175th St	10th Ave NW	Dayton Ave N	0	6	0	0	1	1	2	2	2	0	0	0	3	3	0	0	0	4	4	4	0	0	0	0	8	9	6	12	0	2	37		
MMC-007	MMC	6th Ave NW	N 175th St	NW 180th St	0	6	0	0	1	1	2	2	2	0	0	0	3	0	0	0	0	4	4	4	0	0	0	0	8	9	0	12	0	0	29		
MMC-008	MMC	NW 180th St	8th Ave NW	6th Ave NW	0	0	0	0	1	2	2	2	2	0	0	0	3	0	0	0	0	4	4	4	0	0	0	0	3	9	0	12	0	0	24		
MMC-009	MMC	8th Ave NW	NW 180th St	NW Richmond Beach Rd	0	6	0	0	2	2	2	2	2	0	0	0	3	0	3	0	0	4	4	4	0	2	2	0	10	9	3	12	2	2	38		
MMC-010	MMC	NW Innis Arden Way	10th Ave NW	Greenwood Ave N	0	6	0	0	1	2	0	2	0	0	0	0	0	3	3	0	0	4	4	4	0	2	2	0	9	2	6	12	2	2	33		
MMC-011	MMC	Greenwood Ave N	N 145th St	N 160th St	0	6	2	0	3	3	0	2	2	0	0	0	0	3	3	0	0	4	4	4	0	2	2	0	14	4	6	12	2	2	40		
MMC-012	MMC	N 160th St	N 160th St	N 165th St	0	6	2	0	1	2	0	2	0	0	0	0	0	3	3	0	0	4	4	4	0	0	2	0	11	2	6	12	0	2	33		
MMC-013	MMC	Westminster Way N	N 145th St	Fremont Ave N	0	6	2	0	3	3	0	2	2	0	0	0	0	3	3	0	0	4	4	4	0	2	2	0	14	4	6	12	2	2	40		
MMC-014	MMC	Dayton Ave N	Westminster Way N	N 160th St	0	6	2	0	3	3	0	0	2	0	0	0	0	3	3	0	0	4	4	4	0	2	2	0	14	2	6	12	2	2	38		
MMC-015	MMC	Dayton Ave N	N 160th St	N 165th St	0	6	2	0	2	3	0	2	0	0	0	0	0	3	3	0	0	4	4	4	0	2	2	0	13	2	6	12	2	2	37		
MMC-016	MMC	Dayton Ave N	N 165th St	N 171st St	3	6	2	0	2	3	0	2	0	0	0	0	0	3	3	0	0	4	4	4	0	2	2	0	16	2	6	12	2	2	40		
MMC-017	MMC	Dayton Ave N	N 171st St	N 185th St	0	6	2	0	2	2	2	2	2	0	0	0	3	3	3	3	0	4	0	4	0	0	2	0	12	9	9	8	0	2	40		
MMC-018	MMC	N 160th St	Greenwood Ave N	SR 99	0	6	2	0	3	4	0	2	0	0	3	0	3	3	0	0	4	4	4	0	2	2	2	2	15	5	6	12	2	6	46		
MMC-019	MMC	N 165th St	Dayton Ave N	SR 99	0	6	2	0	3	4	0	2	0	0	0	0	0	3	3	0	0	4	4	4	0	2	2	2	15	5	6	12	2	6	46		
MMC-020	MMC	Carlyle Hall Rd NW / 3rd Ave NW	Dayton Ave N	N 175th St	3	6	2	0	2	3	0	2	0	0	0	0	0	3	3	0	0	4	4	4	0	0	2	0	16	2	6	12	0	2	38		
MMC-021	MMC	N 155th St	SR 99	Meridian Ave N	0	6	2	0	3	4	0	0	0	0	0	3	0	3	3	0	0	4	4	4	0	2	2	0	15	3	6	12	2	2	40		
MMC-022	MMC	N 155th St	Meridian Ave N	5th Ave NE	3	6	2	0	2	2	0	2	0	0	3	0	3	3	3	0	0	4	4	4	0	2	2	2	0	15	5	9	12	2	4	47	
MMC-023	MMC	Ashworth Ave N	NE 145th St	N 155th St	0	6	0	0	2	2	2	2	0	3	3	0	0	3	3	0	0	4	0	4	0	2	2	2	10	10	6	8	2	4	40		
MMC-024	MMC	N 150th St	Ashworth Ave N	Meridian Ave N	0	6	0	0	2	2	2	2	0	3	3	0	0	3	3	3	0	4	4	4	0	2	2	0	10	10	9	12	2	2	45		
MMC-025	MMC	Ashworth Ave N	155th St	N 157th St	0	6	0	0	2	2	2	2	0	3	3	0	0	3	0	0	0	4	4	4	0	2	2	0	10	10	3	12	2	2	39		
MMC-026	MMC	Ashworth Ave N	N 157th St	N 175th St	0	6	2	0	3	2	0	0	2	0	3	2	3	3	3	0	0	4	4	4	0	2	2	0	13	7	6	12	2	4	44		
MMC-027	MMC	Ashworth Ave N	N 175th St	N 185th St	0	6	2	0	3	2	3	0	2	3	0	2	3	3	3	0	0	4	4	4	0	2	2	0	13	10	9	12	2	2	48		
MMC-028	MMC	Ashworth Ave N	N 185th St	N 200th St	0	6	2	0	2	2	0	0	3	2	0	2	3	3	3	0	0	4	4	4	0	2	2	2	12	7	9	12	2	6	48		
MMC-029	MMC	Meridian Ave N	N 145th St	N 175th St	3	6	2	0	2	2	0	2	0	0	3	0	3	3	3	0	0	4	4	4	0	2	2	0	15	5	9	12	2	2	45		
MMC-030	MMC	Meridian Ave N	N 175th St	N 185th St	3	6	2	0	3	2	0	0	2	0	0	0	0	3	3	0	0	4	4	4	0	2	2	0	16	2	6	8	2	2	36		
MMC-031	MMC	Meridian Ave N																																			

2022 TMP DRAFT PROJECT PRIORITIZATION MATRIX					SAFETY						EQUITY						MULTIMODALITY				CONNECTIVITY			CLIMATE RESILIENCY		COMMUNITY VIBRANCY			TOTALS								
PROJECT ID	PROJECT TYPE	STREET	FROM	TO	1+ Minor Injury Collision	1+ Serious or Fatal Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	Street Classification	Speed Limit	Age - Children < 18	Age - Older Adults > 60	Income	Community of Color	Disabilities	Limited English Speakers	Along Transit Route	1/4 mile Bus Stop	1/2 mile BRT or Light Rail Station	Connects to Mobility Hub or P-n-R	1/4 mile School	1/4 mile Park	Closes Gap or Extends Ped/Bike Facility	Surface Water Vulnerability	Urban Heat Island	Multimodal Access to Activity Center	Alternative Ped/Bike Route	Places for Art, Culture, & Gathering	Total Safety	Total Equity	Total Multimodality	Total Connectivity	Total Climate Resiliency	Total Community Vibrancy	Total Score		
MMC-083	MMC	15th Ave NE	NE 180th St	Hamlin Park Rd	0	6	2	0	3	2	2	3	2	2	2	3	3	3	3	0	4	4	4	4	0	2	2	0	0	2	13	14	9	12	2	4	54
MMC-084	MMC	NE 168th St	15th Ave NE	25th Ave NE	0	6	2	0	3	2	2	2	0	2	0	2	3	3	0	4	4	4	4	0	2	2	0	0	0	13	6	6	12	2	2	41	
MMC-085	MMC	NE 165th St	5th Ave NE	15th Ave NE	0	6	2	0	3	2	2	0	0	2	2	0	3	3	0	0	4	4	4	4	2	2	2	0	0	13	6	6	12	4	2	43	
MMC-086	MMC	15th Ave NE	Hamlin Park Rd	NE 155th St	0	6	0	0	3	2	2	0	2	0	0	0	3	3	3	0	0	4	4	4	0	2	2	0	2	11	4	9	8	2	4	38	
MMC-087	MMC	15th Ave NE	NE 155th St	NE 150th St	0	6	2	0	3	2	2	0	2	0	0	0	3	3	3	0	0	4	4	4	0	2	2	0	0	13	4	9	8	2	2	38	
MMC-088	MMC	15th Ave NE	NE 150th St	N 145th St	3	6	2	0	3	2	0	0	2	0	0	0	3	3	3	3	0	4	4	0	0	2	2	0	2	16	2	12	4	2	4	40	
MMC-089	MMC	NE 150th St	NE 150th St	25th Ave NE	3	6	2	0	3	2	0	0	2	0	0	0	3	3	3	0	4	4	4	4	0	2	2	0	0	16	2	9	12	2	2	43	
MMC-090	MMC	NE 150th St	25th Ave NE	28th Ave NE	3	6	0	0	1	2	0	0	2	0	0	2	0	3	3	0	4	4	4	4	0	2	2	0	0	12	4	6	12	2	2	38	
MMC-091	MMC	28th Ave NE	NE 150th St	NE 145th St	0	6	0	0	0	1	0	0	2	0	0	0	2	0	3	3	0	4	4	4	4	0	2	2	0	0	7	4	6	12	2	2	33
MMC-092	MMC	17th Ave NE	NE 150th St	NE 145th St	0	6	0	0	0	1	2	0	0	2	0	0	0	3	3	3	0	4	4	4	4	0	2	2	0	0	9	2	9	12	2	2	36
MMC-093	MMC	5th Ave NE	NE 155th St	N 145th St	0	6	0	0	2	2	0	0	0	0	0	0	0	3	3	3	0	4	4	0	0	2	2	0	0	10	0	9	8	2	2	31	
MMC-094	MMC	NE 148th St	5th Ave NE	1st Ave NE	3	6	0	0	2	2	0	2	0	0	0	3	0	3	3	3	0	4	4	4	0	2	2	2	0	13	5	9	12	2	4	45	
MMC-095	MMC	1st Ave NE	N 155th St	N 145th St	3	6	2	0	2	2	0	2	0	0	3	0	3	3	3	0	4	4	4	4	0	2	2	0	0	15	5	9	12	2	2	45	
MMC-096	MMC	Richmond Beach Dr NW	NW 199th St	NW 195th Pl	0	6	0	0	1	1	0	0	0	0	0	0	0	3	3	0	0	4	4	4	0	0	2	0	0	8	0	6	8	0	2	24	
MMC-097	MMC	NW 196th St	23rd Ave NW	20th Ave NW	0	6	0	0	1	2	0	0	0	0	0	0	0	3	3	0	0	0	4	4	0	0	2	0	0	9	0	6	8	0	2	25	
MMC-098	MMC	5th Ave NE	NE 185th St	NE 175th St	0	6	2	0	3	2	2	0	2	2	2	2	0	3	3	3	0	4	4	4	0	2	2	0	0	13	8	9	12	2	2	46	
MMC-099	MMC	N 157th St	Midvale Ave N	Ashworth Ave N	0	6	0	0	2	2	0	0	0	0	3	0	0	3	3	0	4	4	4	4	0	2	2	0	2	10	3	3	12	2	4	34	
MMC-100	MMC	NE 147th St	1st Ave NE	5th Ave NE	0	6	2	0	2	2	0	0	0	0	0	0	0	3	0	0	0	4	4	4	0	2	2	0	0	12	0	3	8	2	4	29	
MMC-101	MMC	NE 170th St / 3rd Ave NE / NE 165th St	1st Ave NE	5th Ave NE	0	6	2	0	2	2	0	0	0	0	0	0	0	3	3	0	0	4	4	4	0	2	2	0	0	12	0	6	8	2	4	32	
MMC-102	MMC	NE 158th St / 3rd Ave NE	1st Ave NE	NE 149th St	0	6	0	0	2	2	0	0	0	0	3	0	3	3	3	0	0	4	4	4	0	2	2	0	0	10	3	9	8	2	2	34	
MMC-103	MMC	Corliss Ave N	N 150th St	N 145th St	0	6	0	0	2	2	0	2	0	0	3	0	3	3	3	0	4	4	0	0	2	2	0	0	10	5	9	8	2	2	36		
MMC-104	MMC	NE 148th St	5th Ave NE	15th Ave NE	3	6	2	0	3	2	0	2	2	0	3	0	3	3	3	0	4	4	4	4	0	2	2	2	0	16	7	9	12	2	4	50	
R-1	R	Unopened Right of Way			0	0	0	0	1	0	0	0	2	0	0	0	0	3	0	0	4	4	0	0	2	2	2	2	1	2	3	4	2	6	18		
R-10	R	Unopened Right of Way			0	0	0	0	1	0	2	3	0	2	2	0	0	3	3	0	4	4	4	4	0	2	2	0	0	1	9	6	12	2	4	34	
R-11	R	Unopened Right of Way			0	6	0	0	1	0	0	0	2	0	0	0	0	3	3	0	4	4	4	0	0	2	2	0	7	2	6	8	0	4	27		
R-12	R	Unopened Right of Way			3	6	0	0	2	3	0	0	2	0	0	0	0	3	0	0	4	4	4	4	0	0	2	2	0	14	2	3	8	0	4	31	
R-13	R	Unopened Right of Way			0	0	0	0	1	0	0	0	2	0	0	0	0	3	0	0	4	0	0	0	0	2	2	0	1	2	3	4	0	4	14		
R-14	R	Unopened Right of Way			0	0	0	0	2	1	0	0	0	0	0	0	0	3	3	0	4	4	4	4	0	2	2	0	3	0	6	12	2	4	27		
R-15	R	Unopened Right of Way			0	0	0	0	1	0	0	3	3	0	2	0	0	0	3	3	0	4	4	0	0	0	2	0	1	8	6	8	0	2	25		
R-16	R	Unopened Right of Way			0	6	0	0	2	1	0	2	2	0	2	0	0	3	3	0	4	0	0	0	2	0	2	0	9	6	6	4	2	2</			

2022 TMP DRAFT PROJECT PRIORITIZATION MATRIX					SAFETY						EQUITY						MULTIMODALITY				CONNECTIVITY		CLIMATE RESILIENCY	COMMUNITY VIBRANCY			TOTALS												
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SUM-14	SUM	Ballinger			3	0	0	0	3	2	0	0	2	0	0	0	0	0	3	3	0	3	4	4	4	0	2	2	0	2	8	2	6	12	2	4	34		
SUM-15	SUM	30th Ave BRT Station			3	0	0	0	0	1	0	0	2	0	0	2	0	3	3	3	3	0	0	0	0	2	2	0	2	4	4	9	0	2	4	23			
SUM-16	SUM	City Hall			3	0	0	0	3	2	0	0	2	0	0	2	3	3	0	3	4	4	4	4	0	2	2	0	2	8	4	9	12	2	4	39			
SUM-17	SUM	Richmond Beach			3	6	2	2	2	2	0	0	0	0	0	0	3	3	0	3	4	4	4	4	0	2	2	0	2	17	0	9	12	2	4	44			
SUM-18	SUM	Shoreline Library			3	0	0	0	3	2	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	2	2	0	2	8	0	6	0	2	4	20			
Previously Prioritized Projects																																							
B-1	Bridge	148th St Bridge																																					
I-1	Intersection	Meridian Ave N & N 175th St																																					
I-2	Intersection	Dayton Ave N & Carlyle Hall Rd																																					
I-3	Intersection	1st Ave NE & N 155th St																																					
I-4	Intersection	25th Ave NE & NE 150th St																																					
I-6	Intersection	N 160th St & Greenwood Ave N & N Innis Arden Way																																					
N/A	MMC	145th Steet	Greenwood Ave NW	Corliss Ave N																																			