Local Example of Project Prioritization
City of Seattle

Regional Staff Committee - Prioritization

November 18, 2010 meeting
2010 Large Project Prioritization Update

- Developed capital project scoring and ranking process in 2005
- Last conducted large CIP scoring process in 2006
- In 2009, began process to update:
  - Incorporate 4 key values from Comprehensive Plan / TSP
  - Increase transparency for elected officials and public
  - Simplify process
The Transportation Strategic Plan Framework
(2010–2011 Update)

The Sustainable City
• Make the best use of the right-of-way for moving people and goods
• Maintain Seattle’s infrastructure
• Price and manage parking wisely
• Reduce auto trips and greenhouse gas emissions
• Improve the environment
• Increase safety for all modes and all users

The Equitable City
• Eliminate institutional racism
• Empower participation by under-represented communities
• Make the transportation system work for everyone to increase opportunity
• Communicate information about projects and programs in an accessible, engaging, and compelling manner

The Productive City
• Keep freight and goods moving safely and efficiently
• Leverage public and private transportation investments
• Support Seattle’s growth and maintain our competitive edge
• Serve as a model for organizational efficiency, innovation, and service

The Livable City
• Support Seattle’s neighborhoods as great places to live, work, play, and visit
• Encourage walking, bicycling, and transit use as healthy transportation choices
• Connect to Seattle’s many water fronts and natural vistas
• Increase access to cultural, recreational, and intellectual opportunities
Proposed criteria:

30 – Enhance public safety
   10 – Total collision rate
   10 – Bicycle and pedestrian collisions
   10 – Infrastructure condition
15 - Promote environmental stewardship
15 - Support priority corridors
15 - Advance Complete Streets implementation
15 - Support areas of future growth
10 - Support community equity and health
100  points total
Management balancing considerations:

- Leveraging opportunities
- Other funding availability (grants, contributions)
- Community support
- Existing commitments
- Geographic equity
TOTAL COLLISION RATE
(Maximum 10 points)

Calculate a single collision rate (total accidents x 1 million / ADT x 365 x length) for each project

Accident rate per project:

- 10 pts. 100\textsuperscript{th} percentile (80 – 100%)
- 8 pts. 80\textsuperscript{th} percentile (65 – 80%)
- 6 pts. 65\textsuperscript{th} percentile (50 – 65%)
- 4 pts. 50\textsuperscript{th} percentile (35 – 50%)
- 2 pts. 35\textsuperscript{th} percentile (20 – 35%)
- 0 pts. 20\textsuperscript{th} percentile (0 – 20%)

Source: SDOT Traffic Management collision and traffic count databases
BICYCLE AND PEDESTRIAN COLLISONS
(Maximum 10 points)

Tally total bike/ped collisions at intersections or on segments within extent of project

Percentile based on number of accidents:

- 10 pts. 100th percentile (80 – 100%)
- 8 pts. 80th percentile (65 – 80%)
- 6 pts. 65th percentile (50 – 65%)
- 4 pts. 50th percentile (35 – 50%)
- 2 pts. 35th percentile (20 – 35%)
- 0 pts. 20th percentile (0 – 20%)

Source: SDOT 2007 Bicycle and Pedestrian Accident Map, P&P
IMPROVE INFRASTRUCTURE CONDITIONS
(Maximum 10 points)

Identify how many large asset types (arterial pavement, sidewalk/trail or structure) in poor condition are improved as part of project scope

Number of major types of infrastructure assets improved:

10 pts.  3 assets
7 pts.  2 assets
3 pts.  1 asset
0 pts.  0 assets

Source: SDOT Status and Condition Report
PROMOTE ENVIRONMENTAL STEWARDSHIP
(Maximum 15 points)

Identify projects that advance City’s major environmental goals

*Environmental goals:*

- 0 or 5 pts. Reduce greenhouse gases
- 0 or 5 pts. Improve water quality
- 0 or 5 pts. Reduce vehicle miles traveled (VMT)

Source: project description
Identify projects located within high concentrations of populations needing enhanced transportation access

*Populations with enhanced access needs:*

- 0 or 2 pts. Low income
- 0 or 2 pts. Disabilities
- 0 or 2 pts. Obesity
- 0 or 2 pts. Diabetes
- 0 or 2 pts. Low car ownership

*Source: US Census*
SUPPORT PRIORITY CORRIDORS
(“the right place”)
(Maximum 15 points)

Award points for the highest rank of any designated mode route located in project extent

- “Top Tier” includes the highest-designated ranking of facility within network (modal plan)

- “Middle Tier” includes a medium-designated ranking of a facility within each network

- “Low Tier” includes a comparatively low-ranking of a facility within each network

Source: SDOT modal plans
## FACILITY RANK IN EACH MODAL SYSTEM

<table>
<thead>
<tr>
<th>Project Rank*</th>
<th>Bicycle</th>
<th>Pedestrian</th>
<th>Transit</th>
<th>Freight</th>
<th>Road</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Top Tier</strong></td>
<td>Separate On-street Facilities: Bicycle Lane Climbing Lane Peak-hr. Bus/Bike Lane</td>
<td>PMP Street Function Score: 9 - 25</td>
<td>Transit Way or Principal Transit Street</td>
<td>State-designated T1 Route</td>
<td>Principal Arterial</td>
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<tr>
<td>(3 points each)</td>
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<tr>
<td><strong>Middle Tier</strong></td>
<td>Off-Street Facilities: Multi-use Trail Ped. Path with Bikes</td>
<td>PMP Street Function Score: 1 – 8</td>
<td>Major Transit Street</td>
<td>State-designated T2 Route</td>
<td>Min or Arterial</td>
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<tr>
<td>(2 points each)</td>
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</tr>
<tr>
<td><strong>Low Tier</strong></td>
<td>Shared On-Street Facilities: <strong>See Note</strong></td>
<td>PMP Street Function Score: 0**</td>
<td>Minor Transit Street or Local Transit Street</td>
<td>City-designated Major Truck Street</td>
<td>Collector Arterial</td>
</tr>
<tr>
<td>(1 point each)</td>
<td></td>
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</tr>
<tr>
<td><strong>Not Eligible</strong></td>
<td><strong>See Note</strong></td>
<td><strong>See Note</strong></td>
<td>No designated transit rank</td>
<td>State-designated “T” Route not designated as Major Truck Street by City</td>
<td>Residential or Commercial Access Streets</td>
</tr>
<tr>
<td>(0 points)</td>
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</tbody>
</table>

*Maximum one project rank per mode

**Any bicycle or pedestrian improvement project would qualify for at least 1 point under this criterion, since bike/pedestrian accommodations add value at all scales.
ADVANCE COMPLETE STREETS IMPLEMENTATION
(“the right improvement”)
(Maximum 15 points)

Award points for non-single occupant vehicle (SOV) mode improvements included in the project scope

Non-SOV mode improvements included:

15 pts. Implements more than one non-SOV modal plan
10 pts. Implements one non-SOV modal plan
5 pts. Consistent with non-SOV modal plans
0 pts. Inconsistent with non-SOV modal plans

Source: project description
SUPPORT AREAS OF FUTURE GROWTH
(Maximum 15 points)

Prioritize projects that support transportation needs for a designated Urban Center / Manufacturing Industrial Center (MIC), Urban Village or Residential Village

**Level of Support:**

15 pts. Is located within more than one Urban Center or MIC
12 pts. Is located within one Urban Center or MIC
9 pts. Serves one or more Urban Center or MIC
6 pts. Is located within or serves a Hub Urban Village
3 pts. Is located within or serves a Residential Village
0 pts. Is not located and does not serve a designated Village or Center

*Source: City of Seattle Comprehensive Plan*