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Planning Commission Meeting Date: July 7, 2022

**Agenda Item 6a.**

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**PLANNING COMMISSION AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Transportation Element/Transportation Master Plan Update: Draft Project Prioritization  
**DEPARTMENT:** Public Works  
**PRESENTED BY:** Nora Daley-Peng, Senior Transportation Planner

Public Hearing  
 Discussion

Study Session  
 Update

Recommendation Only  
 Other

**INTRODUCTION**

This staff report provides the overview to tonight’s presentation and discussion about a refresher on the Transportation Element (TE)/Transportation Master Plan (TMP) 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. This is the sixth of a series of briefings to the Planning Commission about the TMP update. No action is required tonight.

**BACKGROUND**

The City is currently updating its TE/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. 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. The TMP is meant to be a strategic document that provides the level of detail to implement the TE vision, goals, and policies. 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/TMP update provides an opportunity to further align transportation vision, goals, objectives, and policies with the City’s Comprehensive Plan.

The TE/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 TE/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 TE/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).

Approved By:

Project Manager NDP

Planning Director AB

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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 current TE 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 is necessary to the TMP, a Comprehensive Plan amendment is required to change it. Since Comprehensive Plan amendments can only occur once a year, the process to update the TMP is tedious and long.

The City staff approach to this TE/TMP update is to unbundle the TE and the TMP by separating the State mandatory elements of the TE from the more technical details of the TMP. This will allow greater flexibility for staff to update procedures and technical specifications to respond to changes in the transportation system faster than current requirements allow.

### **PROCESS AND SCHEDULE**

In fall 2020, the City launched a multi-year process to update the TE/TMP. City staff has adjusted the schedule to focus on the goal of adoption of the TE update by the end of 2022 and moved out the finalization of the TMP update to early 2023.

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.

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



### **VISION & GOALS RECAP**

On November 4, 2021, City staff briefed the Planning Commission on the Vision and Goals for the TMP update. A vision statement defines a plan's long-term goals and guides decision making. Here's the vision statement for the type of transportation

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system that the City would like to provide by 2044, the planning horizon year of the update to the TMP.

*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 (Safety, Equity, Multimodality, Connectivity, Climate Resiliency, and Community Vibrancy), each with a purpose statement (see Table 1). These goals were influenced by public input received during Outreach Series 1. On May 24, 2021, City staff presented the TMP Vision and Goals to City Council and they endorsed it.







### **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 Shoreline growth takes place and the need for improved and new facilities is warranted. The TE and TMP updates will 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 evaluation criteria (see Table 1) that are tied to the TE/TMP's Goals.

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Table 1: TMP Project Evaluation Criteria

Goal	Purpose	Project Evaluation Criteria
<b>Safety</b> 	<b>Prioritize Safety</b> Make Shoreline’s transportation system safe and comfortable for all users, regardless of mode or ability.	<b>Decrease Injury Collisions</b> Identify locations in need of increased safety measures based on collisions and traffic speed and volume.
<b>Equity</b> 	<b>Seek Equity</b> 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.	<b>Provide Equitable Access</b> 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).
<b>Multimodality</b> 	<b>Provide Multimodal Options</b> Expand and strengthen the multimodal network, specifically walking, biking, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.	<b>Reduce Auto Dependency</b> Support frequent and reliable transit service (e.g., BATlanes, queue jumps, etc.). Provide multimodal access to and from shared-use mobility hubs, transit stops, and stations.
<b>Connectivity</b> 	<b>Plan a Connected Community</b> 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.	<b>Build a Connected Network<sup>1</sup></b> Plan a robust network of connected transit, pedestrian, and bicycle routes to key destinations (e.g., parks, schools, libraries, etc.).
<b>Climate Resiliency</b> 	<b>Protect the Environment</b> Increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.	<b>Increase Resiliency to Climate Change<sup>2</sup></b> Identify ways to reduce flooding vulnerabilities, urban heat island effect, and transportation-related greenhouse gas emissions.
<b>Community Vibrancy</b> 	<b>Foster a Vibrant Community</b> 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.	<b>Enhance Quality of Life</b> 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.

### **PUBLIC AND STAKEHOLDER ENGAGEMENT**

Public involvement is an essential component of the TE/TMP update 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 give feedback.

The project team conducted Outreach Series 3 between April 19 to May 16, 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 hubs, and driving in Shoreline. The team also asked for input on the draft prioritization metrics and performance measures.

The TE/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 endeavored 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 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

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- Richmond Beach Branch Library
- Spartan Recreation Center
- Shoreline Library
- Shorewood High School

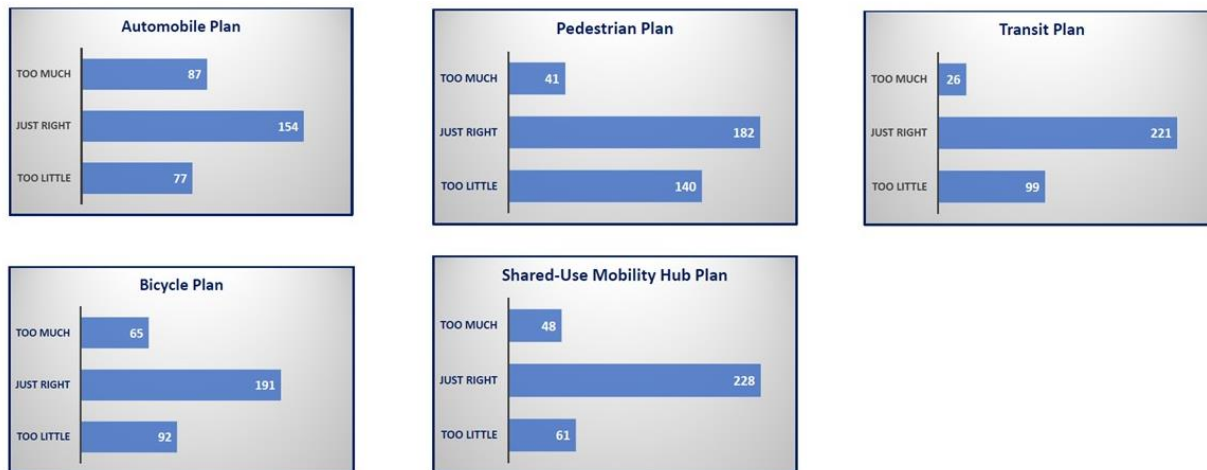
The team posted multi-lingual yard signs in English, Spanish, and Mandarin, outreach flyers, and advertisements in ethnic media to encourage community members to provide their input via an online survey. Lastly, TMP Update webpage hosted pre-recorded presentations that explained the outreach materials and provided a link to the online survey.

Here is the breakdown of participation in the Outreach Series 3 survey:

- 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 public their opinion on whether each plan provided too little, too much, or just the right amount of accommodation for specified travel mode. While there was a wide array of opinions on the appropriate level of accommodation for each travel mode, the majority of survey participants felt that the draft modal plans would provide the right amount of improvements for each mode (see Figure 1 below).

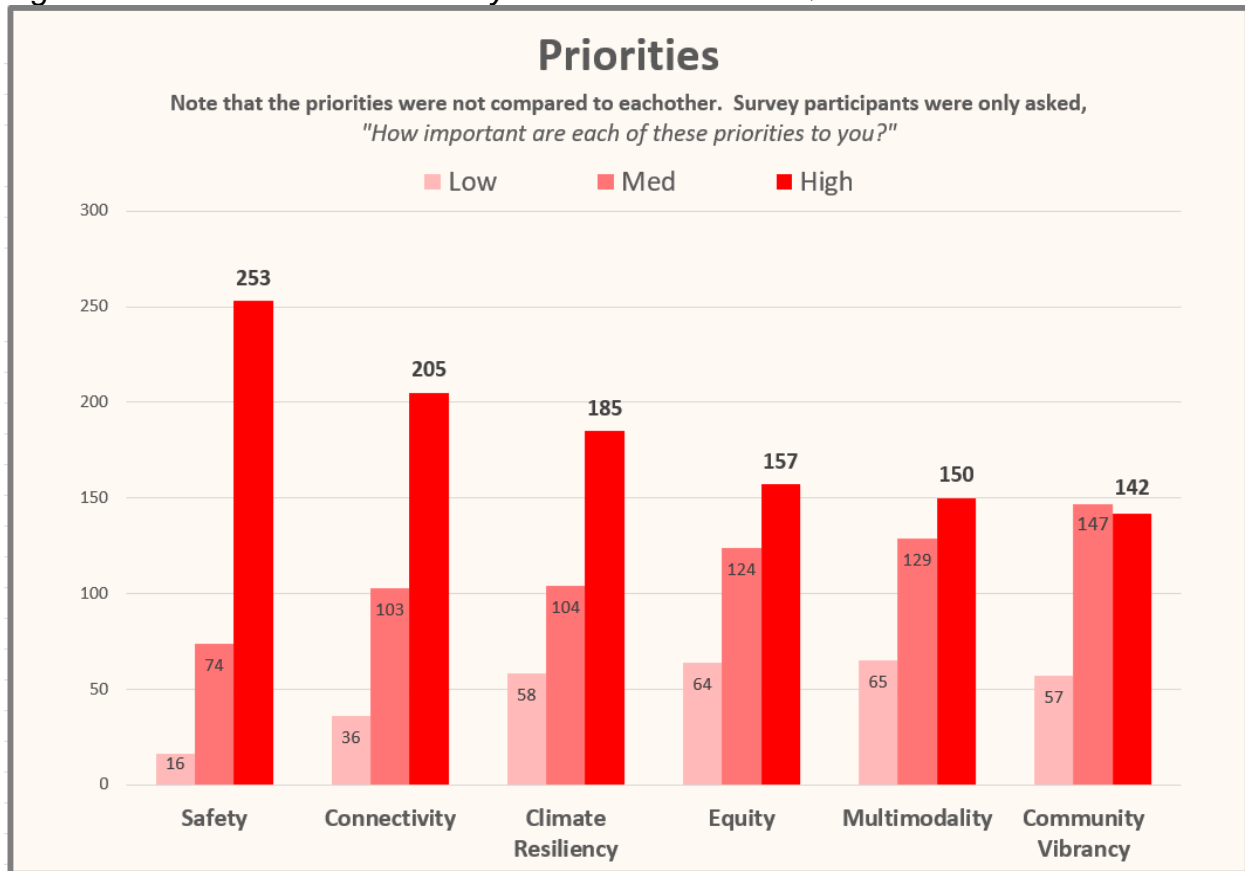
*Figure 1: Outreach Series 3 Survey Results – Draft Modal Plans Question*



To gain the community's input on the prioritization process, the survey asked participants how important each of the draft priorities were to them. Figure 2 shows the aggregated survey results of how the community values each priority.

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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 PRIORITIZATION METRICS**

Since the City operates 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 presented a companion set of draft prioritization metrics to Council on March 28, 2022. Since then, the team has assigned a draft point system to the prioritization metrics (see Table 2) based on Council goals, City policies, and public 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.

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Table 2: TMP Draft Prioritization Scorecard

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

<sup>1</sup> Eligibility for the Older Americans Act starts at age 60.

<sup>2</sup> 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".

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### 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/TMP update. From the beginning of the TE/TMP update process, discussions among City staff, the public, 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/TMP update.

The following 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 this TE/TMP update:

- **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 eighty percent 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 A 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. Please note that 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.

### HOW COMMUNITY INPUT INFORMED THE DRAFT PRIORITIZATION CRITERIA POINT SPREAD

As noted above, the project team assigned a draft point system to the prioritization metrics (shown previously in Table 2) based on Council goals, City policies, and public feedback from Outreach Series 3. Figure 3 below shows how the community's aggregated responses to the survey's question about priorities (see Figure 2 to cross reference survey points) compared to the staff recommended draft prioritization criteria point spread (see Table 2 to cross reference criteria points).

While staff's recommended approach to prioritization criteria point spread differs from survey participants, it aligns with most of the participants' top priority for Safety and similarly ranks the majority of participants' priority for Community Vibrancy as a lower priority.



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While most of the survey participants marked Equity as a fourth-place priority, staff recommended Equity as the second highest priority because it is a Council Goal. Staff noted that most of survey participants ranked Connectivity and Climate Resiliency as second and third place priorities, respectively. Staff recommended giving Connectivity and Multimodality equal weighting of criteria points, so they are tied for a third-place ranking. While the staff recommended placement of Climate Resiliency appears last in the ranking, it is important to note that Connectivity, Multimodality, and Climate Resiliency are interrelated criteria because Connectivity and Multimodality awards points for projects that build better pedestrian, bicycle, and transit connections that, in turn, reduces transportation-related greenhouse gas emissions.

Figure 3: Comparison of Survey Participants' Priorities vs. Staff Recommendation for Draft Prioritization Criteria Point Spread

Outreach Series 3 Survey Results	Survey Points	% of total points	Staff Draft Recommendation	Criteria Points	% of total points
1 <sup>st</sup> - Safety	253	23%	1 <sup>st</sup> - Safety - Council goal and City Target Zero policy	20	28%
2 <sup>nd</sup> - Connectivity	205	19%	2 <sup>nd</sup> - Equity - Council goal	18	25%
3 <sup>rd</sup> - Climate Resiliency	185	17%	3 <sup>rd</sup> - Connectivity	12	17%
5 <sup>th</sup> - Multimodality	150	14%	4 <sup>th</sup> - Multimodality	12	17%
4 <sup>th</sup> - Equity	157	14%	5 <sup>th</sup> - Community Vibrancy	6	8%
6 <sup>th</sup> - Community Vibrancy	142	13%	6 <sup>th</sup> - Climate Resiliency	4	6%
<b>Total</b>	<b>1092</b>		<b>Total</b>	<b>72</b>	

### DEVELOPMENT OF THE DRAFT PROJECT LIST

Over the spring of 2022, the project team developed a draft project list (see Attachment B) needed to fulfill the draft Automobile, Pedestrian, Bicycle, Transit, and Shared-use Mobility Plans which were shared with the public during Outreach Series 3. Overall, there are 175 projects identified in the draft project list. 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 and draft project prioritization map):

#### **Intersection (I) and Multimodal Corridor (MMC) Projects**

The project team performed a future travel demand analysis to identify capacity projects that would be needed to accommodate the Transportation Element's proposed Level of Service (LOS) standards for intersections and roadway segments. This analysis is required by the State Law 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.

Future planned projects that will provide capacity that the City has committed to:

- N 160th St & Greenwood Ave N & N Innis Arden Way – Roundabout

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- 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

In addition, 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 which will provide pedestrian and bicycle access across Interstate 5 to the Shoreline South/148<sup>th</sup> 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:

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- **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 THE DRAFT PROJECT LIST**

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 24 individual sub metrics shown previously in Table 2.

Attachment B shows the draft project list with preliminary prioritization scoring results for each project. Note, previously prioritized projects by the City that require implementation funding are included at the bottom of the project list but were not run through the draft prioritization analysis because the City has already committed to building them.

Attachment C shows the draft project prioritization map with preliminary prioritization scoring results for each project on the draft project list shown in red for high priority, in yellow for medium priority, or in green for low priority. Note, previously prioritized projects by the City 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.

### **NEXT STEPS**

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

### **ADDITIONAL INFORMATION**

For more information about the TMP update, please visit the project webpage <https://www.shorelinewa.gov/tmp> or contact Nora Daley-Peng, Senior Transportation Planner, at [ndaleypeng@shorelinewa.gov](mailto:ndaleypeng@shorelinewa.gov) or (206) 801-2483.

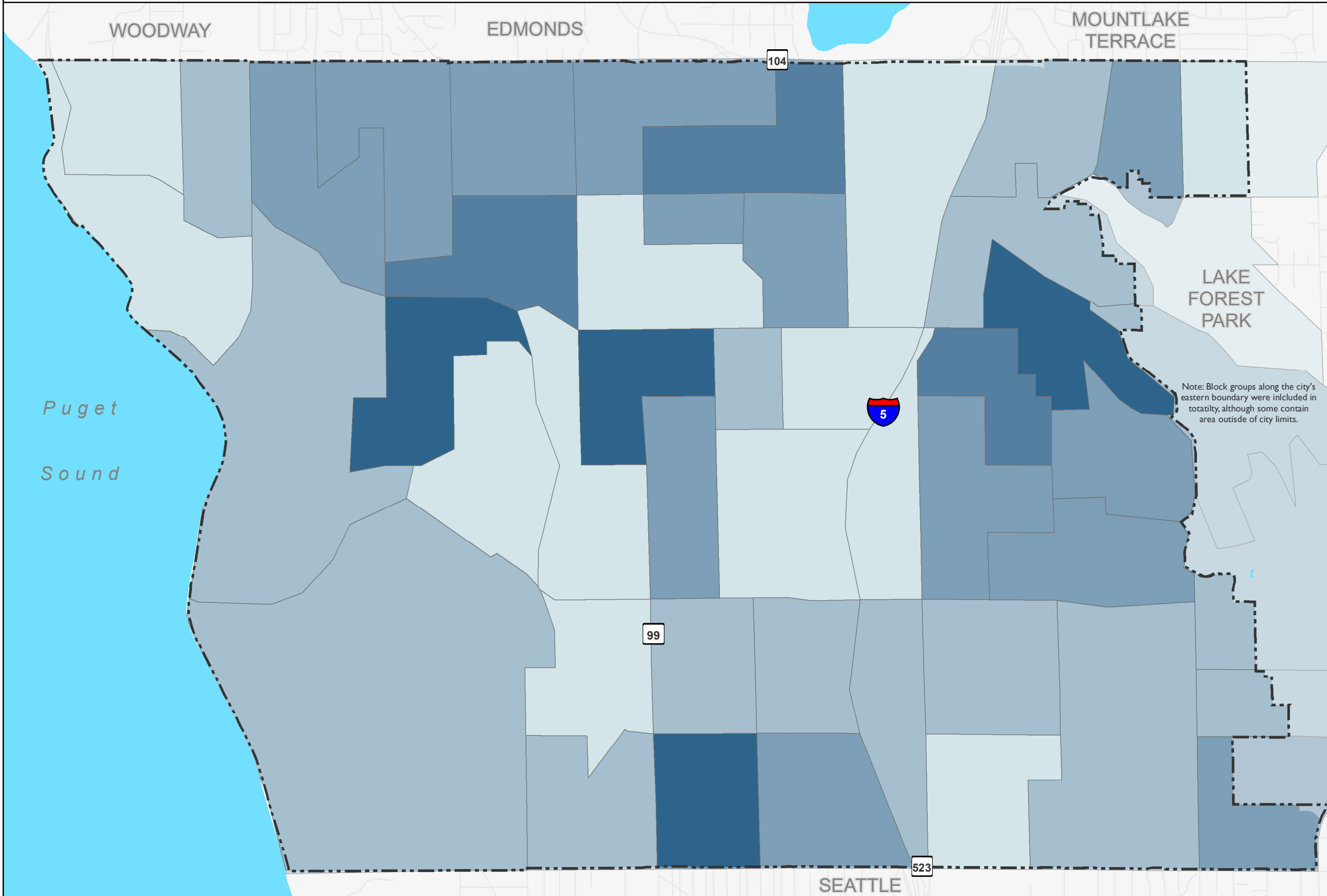
### **RECOMMENDATION**

Tonight's presentation is for discussion only. No recommendation action is required.

### **ATTACHMENTS**

Attachment A – Draft Equity Priority Areas Maps  
Attachment B – Draft Project List  
Attachment C – Draft Project Prioritization Map

# 2022 TMP Draft Equity Priority Areas, Composite Score



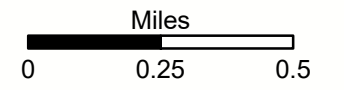
All projects were run through a spatial analysis by block group using 5-year data from the American Community Survey(2016-2020), part of the US Census. Each block group was assessed based on concentrations of these metrics:

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

### Equity Composite Score

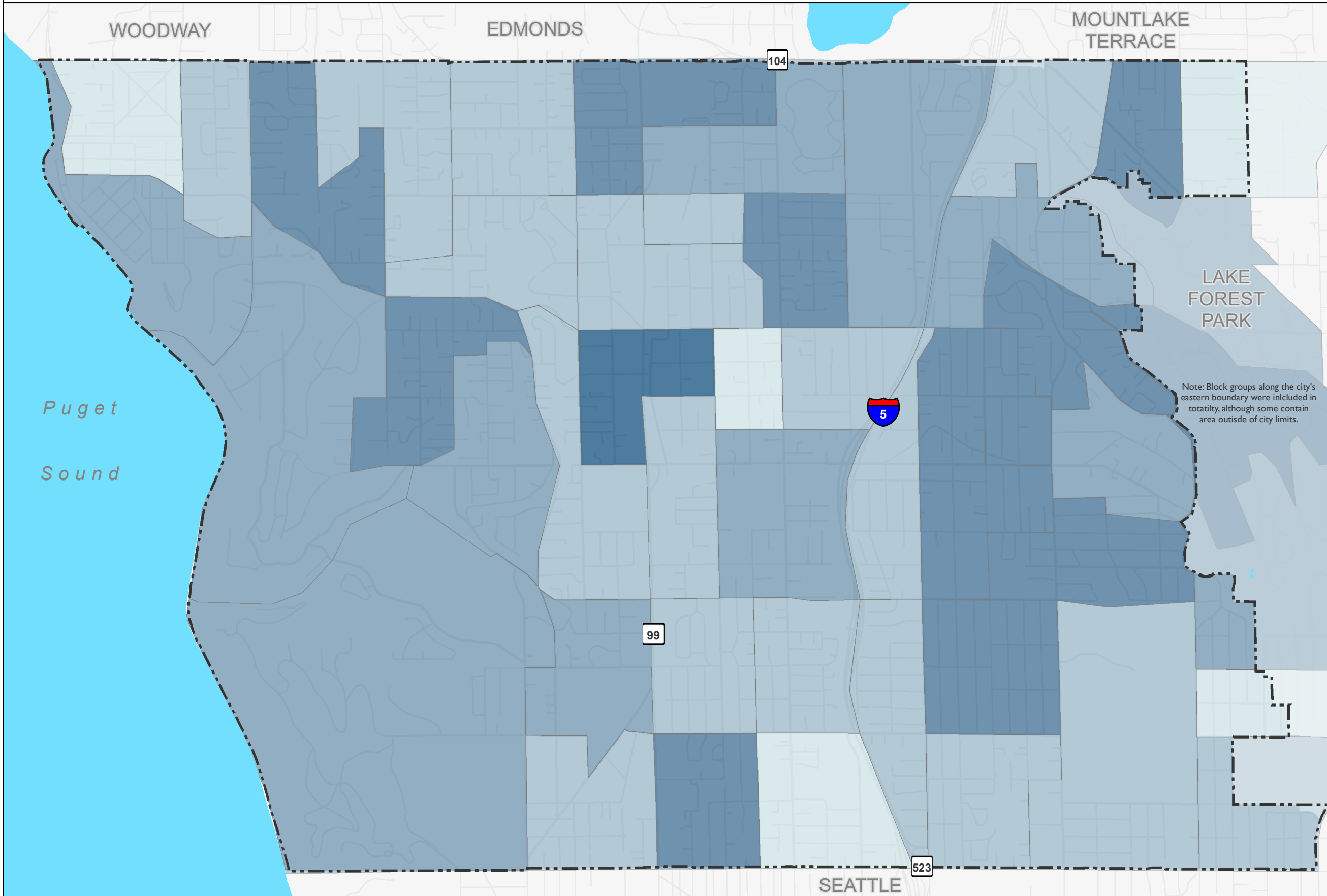
- 9-10 points, High
- 7-8 points, Medium/High
- 4-6 points, Medium
- 1-3 points, Low/Medium
- 0 points, Low

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.

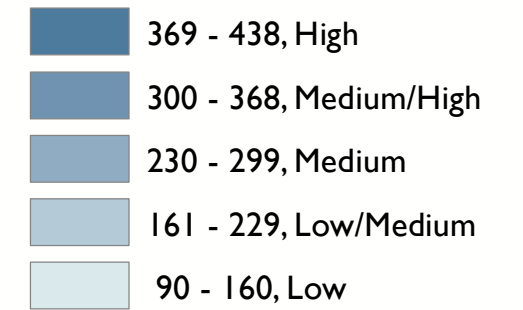
# 2022 TMP Draft Equity Priority Areas, Population under 18



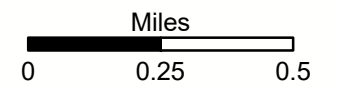
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- Population under 18
- Population 60 and older
- Household Income
- People of Color
- People with a Disability
- Limited English speaking

### Population under 18



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

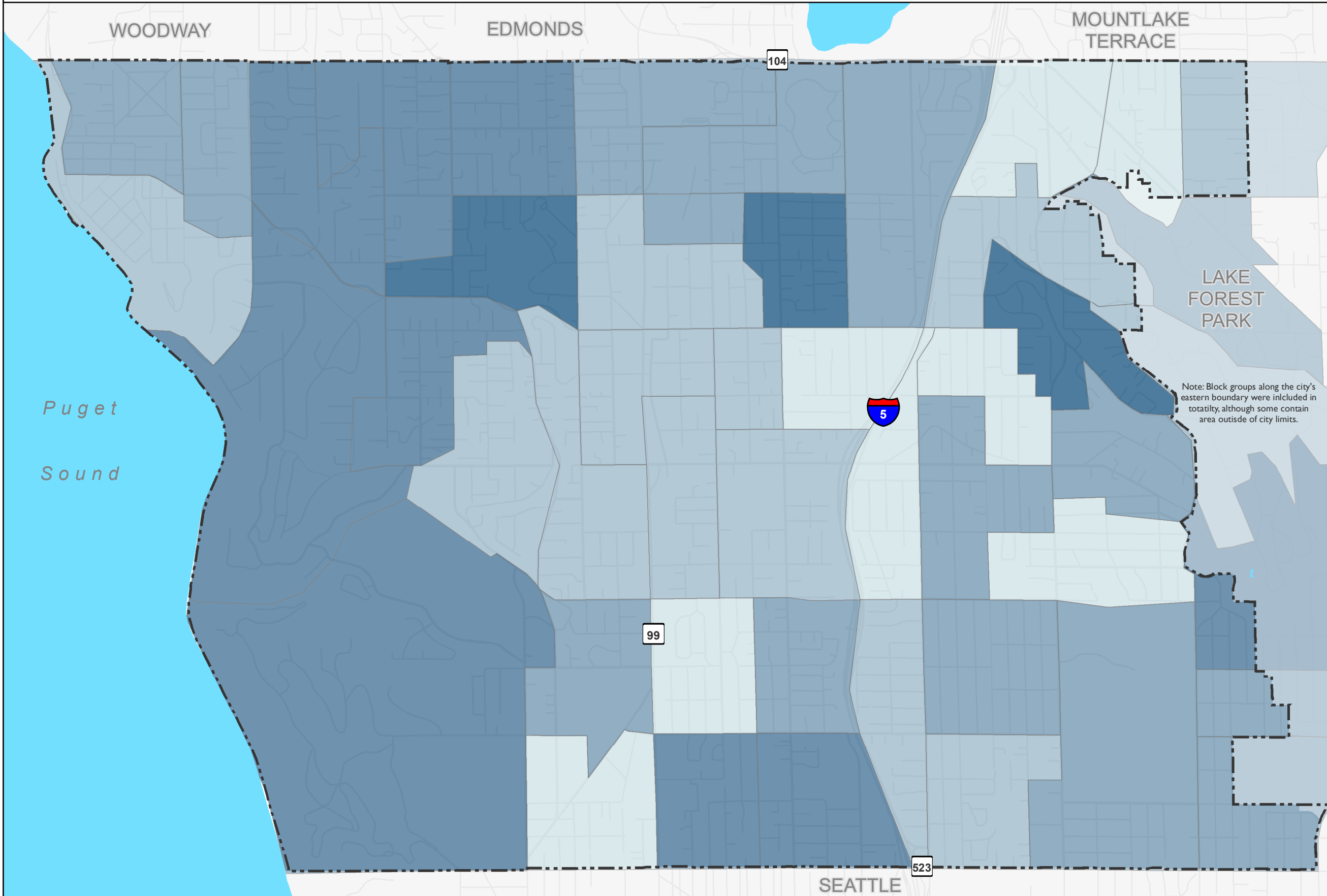


This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.



Geographic Information System

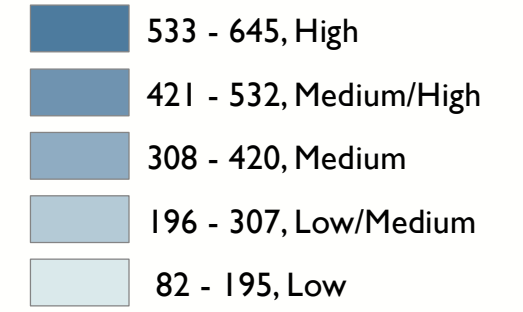
# 2022 TMP Draft Equity Priority Areas, Population Age 60 or older



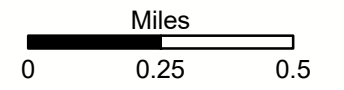
All projects were run through a spatial analysis by block group using 5-year data from the American Community Survey(2016-2020), part of the US Census. Each block group was assessed based on concentrations of these metrics:

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

### Population Age 60 or older

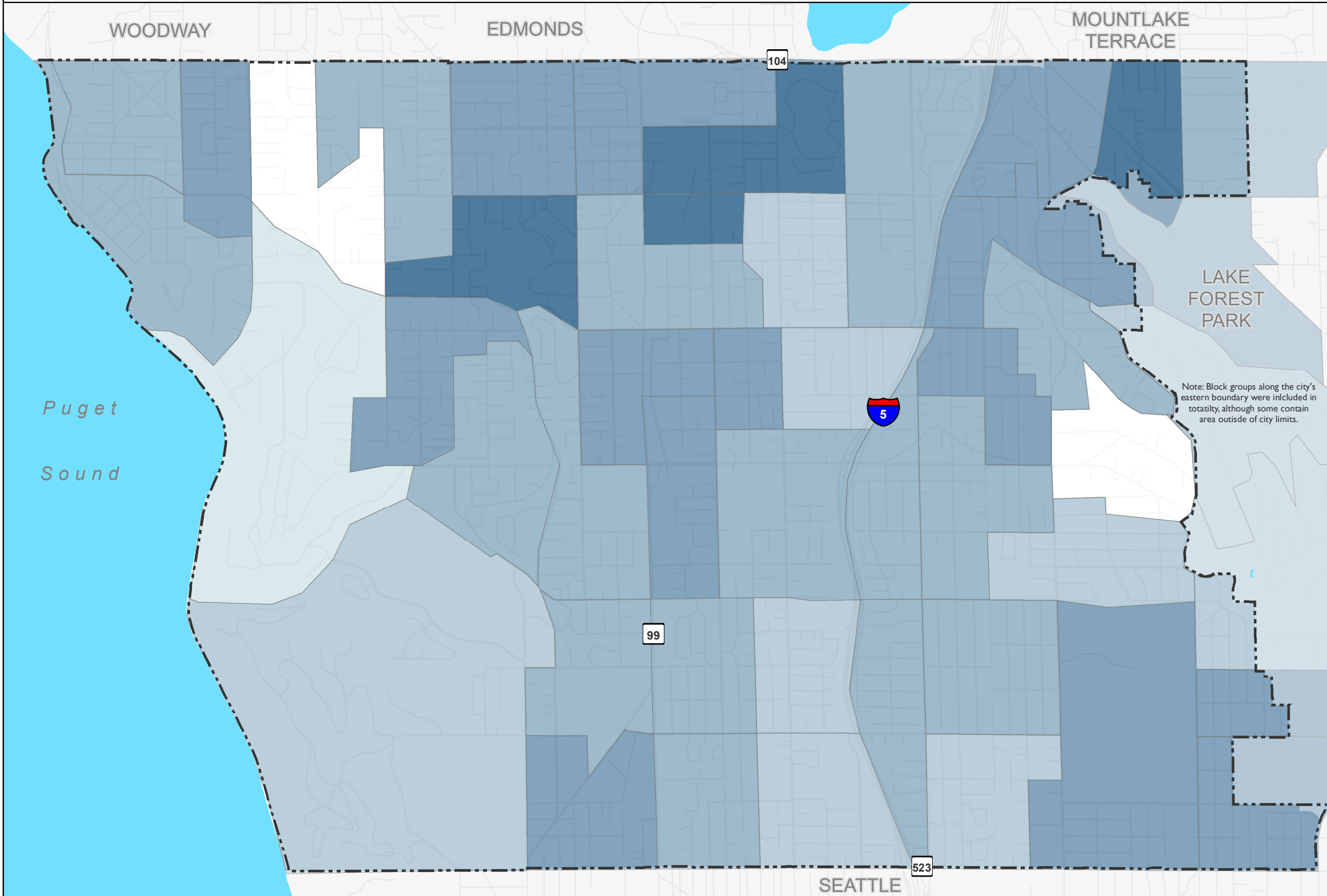


Note: Block groups along the city's eastern boundary were included in totality, although some contain area outside of city limits.



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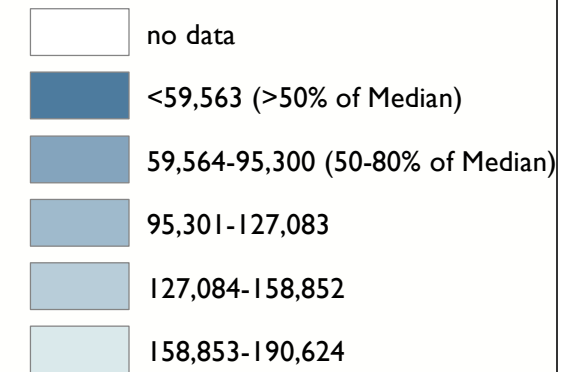
# 2022 TMP Draft Equity Priority Areas, Median Income



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:

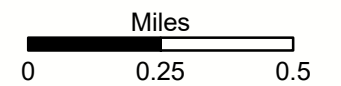
- Population under 18
- Population 60 and older
- Household Income
- People of Color
- People with a Disability
- Limited English speaking

### Median Income



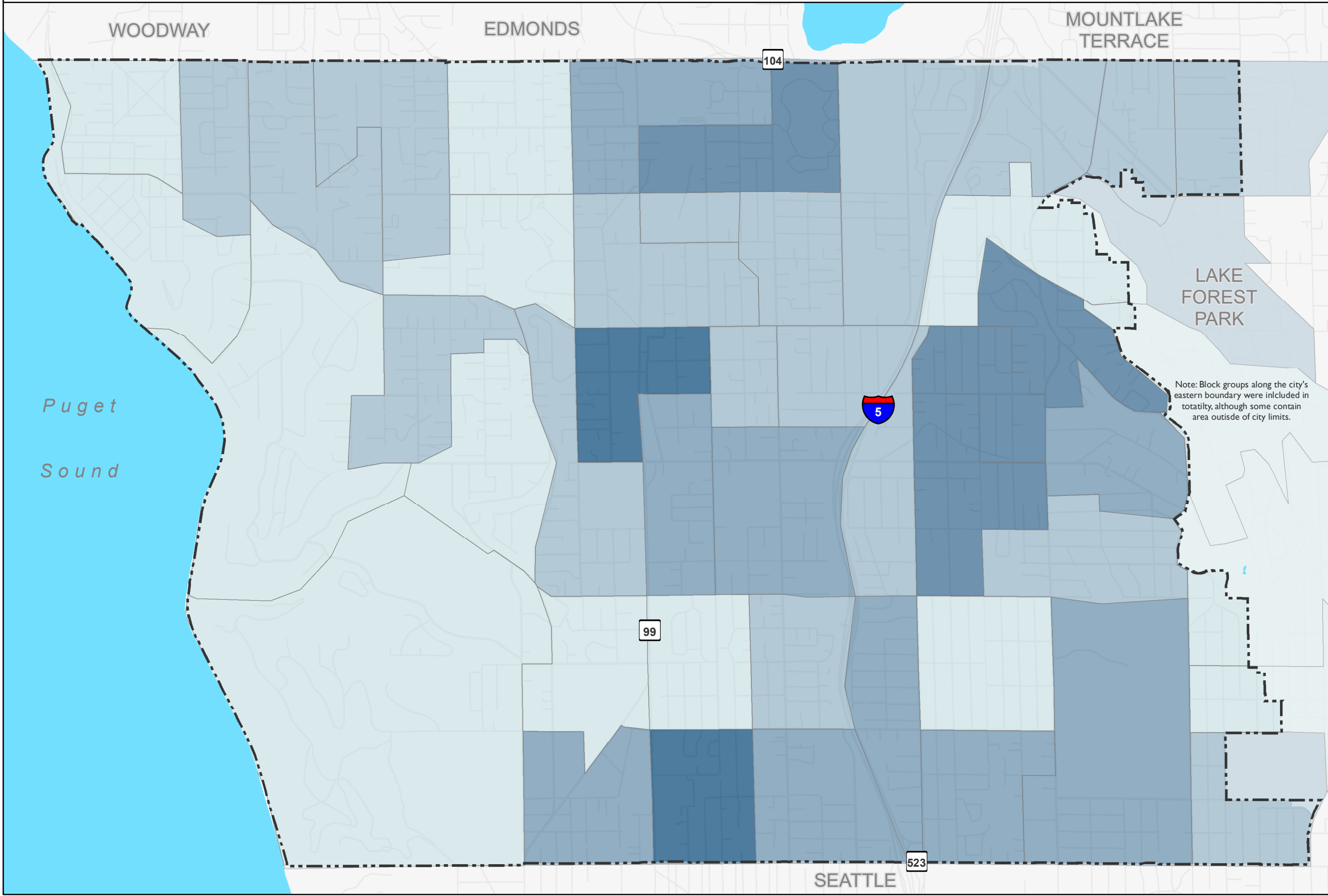
Note: Block groups along the city's eastern boundary were included in totality, although some contain area outside of city limits.

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

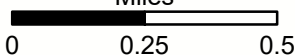
**People of Color**

-  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.



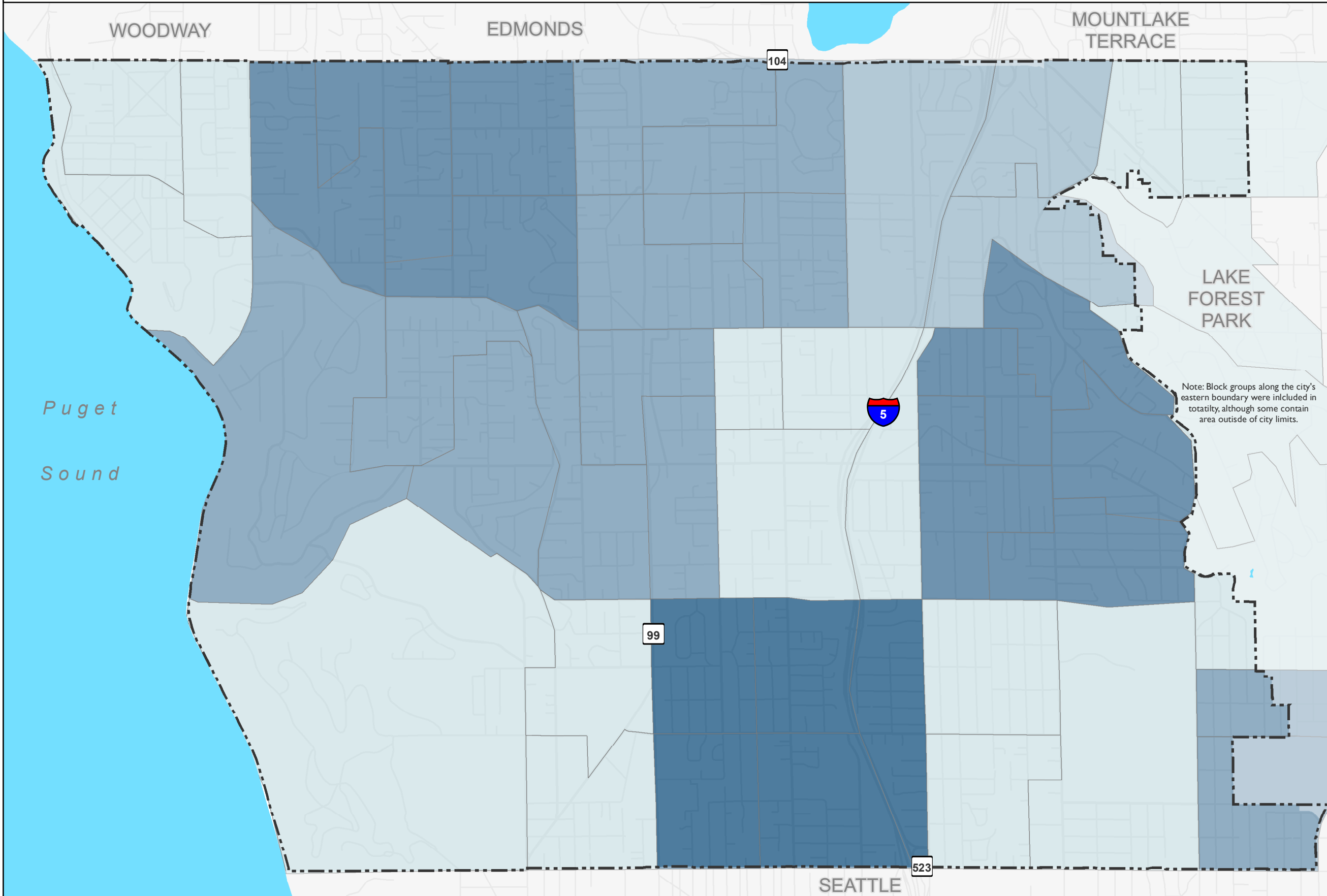
Miles



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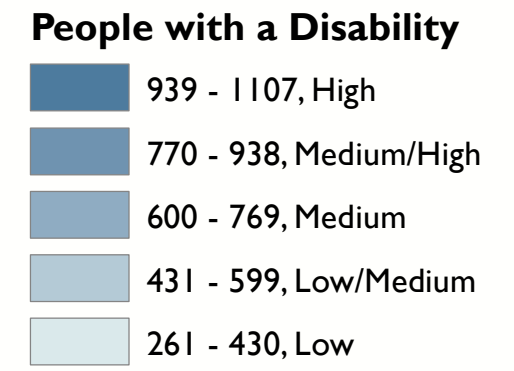


# 2022 TMP Draft Equity Priority Areas, People with a Disability

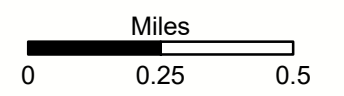


All projects were run through a spatial analysis by block group using 5-year data from the American Community Survey(2016-2020), part of the US Census. Each block group was assessed based on concentrations of these metrics:

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

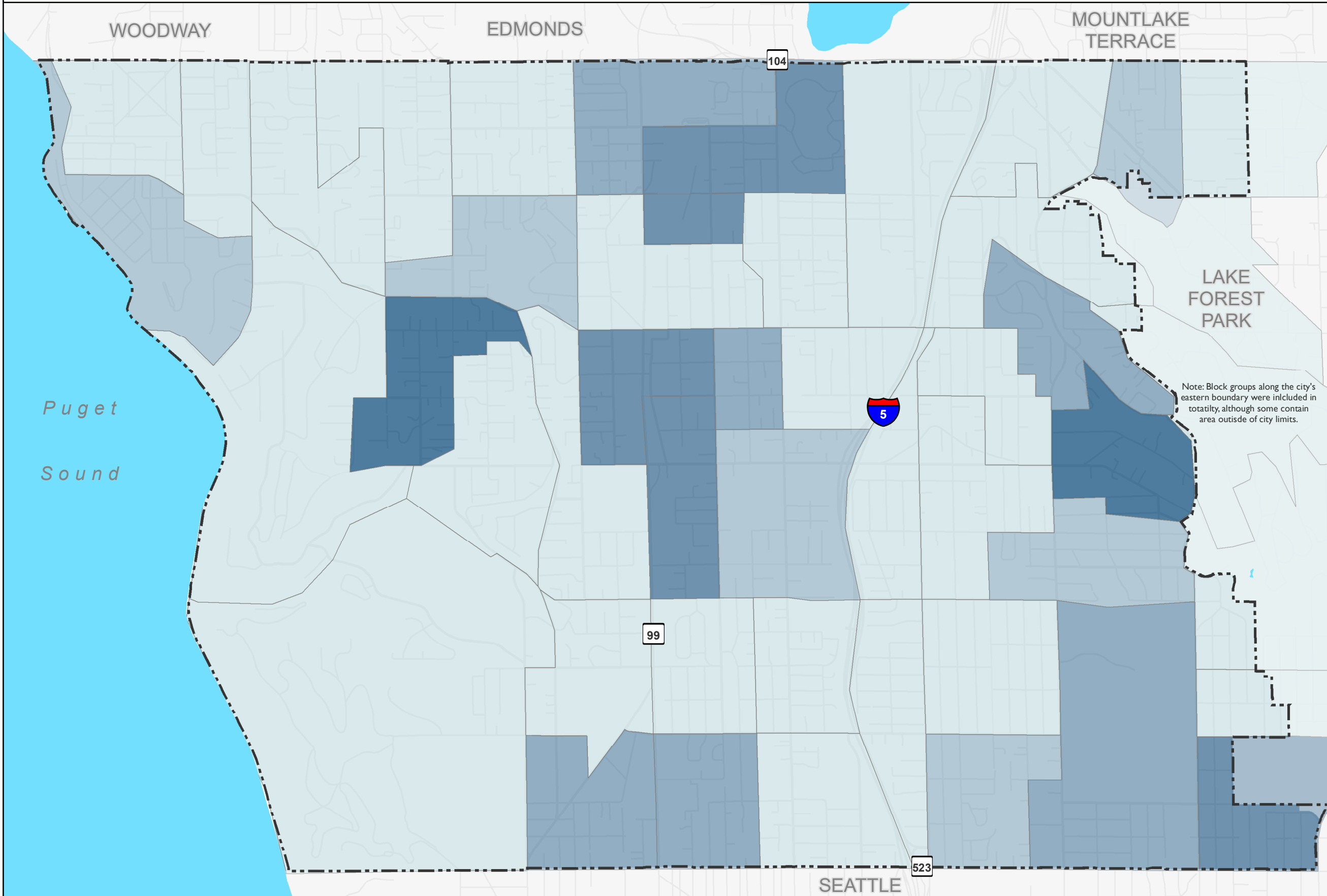


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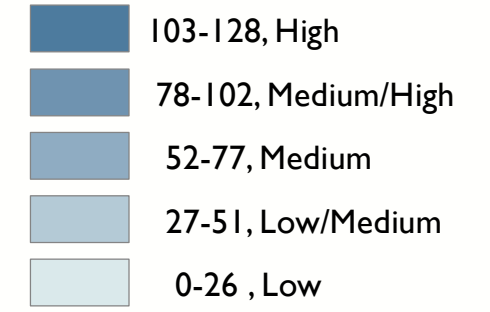
# 2022 TMP Draft Equity Priority Areas, Limited English Speakers



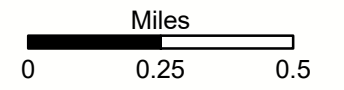
All projects were run through a spatial analysis by block group using 5-year data from the American Community Survey(2016-2020), part of the US Census. Each block group was assessed based on concentrations of these metrics:

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

### Limited English Speakers



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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Att. B - Draft Project List

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	4	0	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	4	4	0	2	0	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	1	0	2	0	0	0	0	0	3	0	0	0	4	4	2	0	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	4	4	4	0	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	4	4	4	0	0	0	2	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	4	4	4	0	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	4	4	4	0	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	0	0	4	4	4	0	2	2	0	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	3	3	0	0	4	4	4	0	2	2	0	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	3	3	0	0	4	4	4	0	2	2	0	0	14	4	6	12	2	2	40	
MMC-012	MMC	Greenwood Ave N	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	2	2	0	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	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	3	3	0	0	4	4	4	0	2	2	0	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	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	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	0	4	4	4	0	0	0	0	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	3	0	3	3	0	0	4	4	4	0	2	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	3	3	0	0	4	4	4	0	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	0	3	3	0	0	4	4	4	0	2	2	0	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	4	4	4	0	2	2	0	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	0	3	0	3	0	0	4	4	0	4	0	2	2	0	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	0	3	0	3	3	0	4	4	4	0	2	2	0	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	0	0	0	3	0	0	4	4	4	0	2	2	0	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	0	0	4	4	4	0	2	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	4	4	4	0	2	2	0	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	0	0	4	4	4	0	2	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	0	0	4	4	4	0	2	2	0	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	3	3	0	0	4	4	4	0	0	2	2	0	16	2	6	8	2	2	36	
MMC-031	MMC	Meridian Ave N	N 185th St	N 195th St	0	6	2	4	2	2	2	3	2	0	0	0	0	3	3	3	0	4	4	0	0	2	2	0	16	7	9	8	2	2	44	
MMC-032	MMC	Meridian Ave N	N 195th St	N 200th St	0	6	0	0	2	2	2	3	3	2	0	2	3	3	0	0	4	4	4	0	2	0	2	0	10	12	9	12	2	2	47	
MMC-033	MMC	Meridian Ave N	N 200th St	N 205th St	0	6	2	0	2	2	2	0	3	2	0	2	3	3	0	0	4	4	4	0	0	0	0	0	12	9	9	8	0	0	38	
MMC-034	MMC	NW Richmond Beach Rd	8th Ave NW	Dayton Ave N	0	6	2	0	2	2	3	0	3	0	2	3	3	0	0	4	4	4	0	2	2	0	0	12	13	9	12	2	2	50		
MMC-035	MMC	NW Richmond Beach Rd	Dayton Ave N	Fremont Ave N	0	6	2	0	2	2	2	3	3	0	2	3	3	0	0	4	4	4	0	2	2	2	0	0	12	13	9	4	2	4	44	
MMC-036	MMC	3rd Ave NW	NW Richmond Beach Rd	NW 195th St	0	6	2	0	2	2	0	3	3	0	2	0	3	3	0	0	4	4	4	0	2	2	0	2	12	8	6	8	2	4	40	
MMC-037	MMC	3rd Ave NW	NW 196th Pl	N 205th St	0	6	0	0	2	2	0	2	2	0	2	0	3	3	0	0	4	4	4	0	2	0	0	0	10	6	6	12	2	0	36	
MMC-038	MMC	N 200th St	8th Ave NW	3rd Ave NW	0	6	0	0	1	2	2	2	0	0	2	0	3	3	0	0	4	4	4	0	2	0	2	0	9	8	6	4	2	2	31	
MMC-039	MMC	N 200th St	3rd Ave NW	Fremont Ave N	0	6	0	0	1	2	2	2	0	2	0	2	0	3	3	0	4	4	0	4	0	2	0	0	9	8	9	8	2	0	36	
MMC-040	MMC	N 200th St	Fremont Ave N	SR 99	0	6	2	0	3	4	2	0	2	0	0	0	3	3	0	0	4	4	4	0	2	2	0	0	15	4	9	12	2	2	44	
MMC-041	MMC	N 200th St	SR 99	Ashworth Ave N	0	6	2	0	3	4	2	0	3	2	0	2	3	3	3	0	4	4	0	0	2	2	0	2	15	9	12	4	2	4	46	
MMC-042	MMC	Fremont Ave N	N 165th St	N 170th St	0	6	2	0	1	2	0	0	0	0	0	0	3	3	0	0	4	4	4	0	2	2	0	0	11	0	6	12	2	2	33	
MMC-043	MMC	Fremont Ave N	N 170th St	N 205th St	0	6	2	0	2	2	3	3	3	2	0	2	3	3	0	0	4	4	4	0	2	2	0	0	12	16	9	12	2	2	53	
MMC-044	MMC	N 172nd St	Dayton Ave N	Fremont Ave N	0	6	2	0	2	2	0	0	0	0	0	0	3	3	0	0	4	4	4	0	2	2	0	0	12	0	6	8	2	2	30	
MMC-045	MMC	N 193rd St	Fremont Ave N	Firlands Way N	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	4	4	4	0	0	2	2	0	0	3	0	6	8	2	2	21	
MMC-046	MMC	Firlands Way N	N 193rd St	N 192nd St	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0	4	4	4	0	0	2	0	0	1	0	6	12	0	2	21	
MMC-047	MMC	N 192nd St	Firlands Way N	Ashworth Ave N	0	6	2	0	3	4	0	0	0	0	0	0	3	3	3	0	4	4	4	0	2	2	2	15	0	9	12	2	6	44		
MMC-048	MMC	N 195th St	Ashworth Ave N	Meridian Ave N	0	6	0	0	2	2	2	3	3	2	0	2	3	3	0	0	4	4	4	0	2	2	0	0	10	12	9	12	2	4	49	
MMC-049	MMC	Linden Ave N	N 185th St	N 175th St	0	6	2	0	2	2	3	0	2	3	0	2	3	3	0	0	4	4	4	0	2	2	0	0	12	10	9	8	2	2	43	
MMC-050																																				

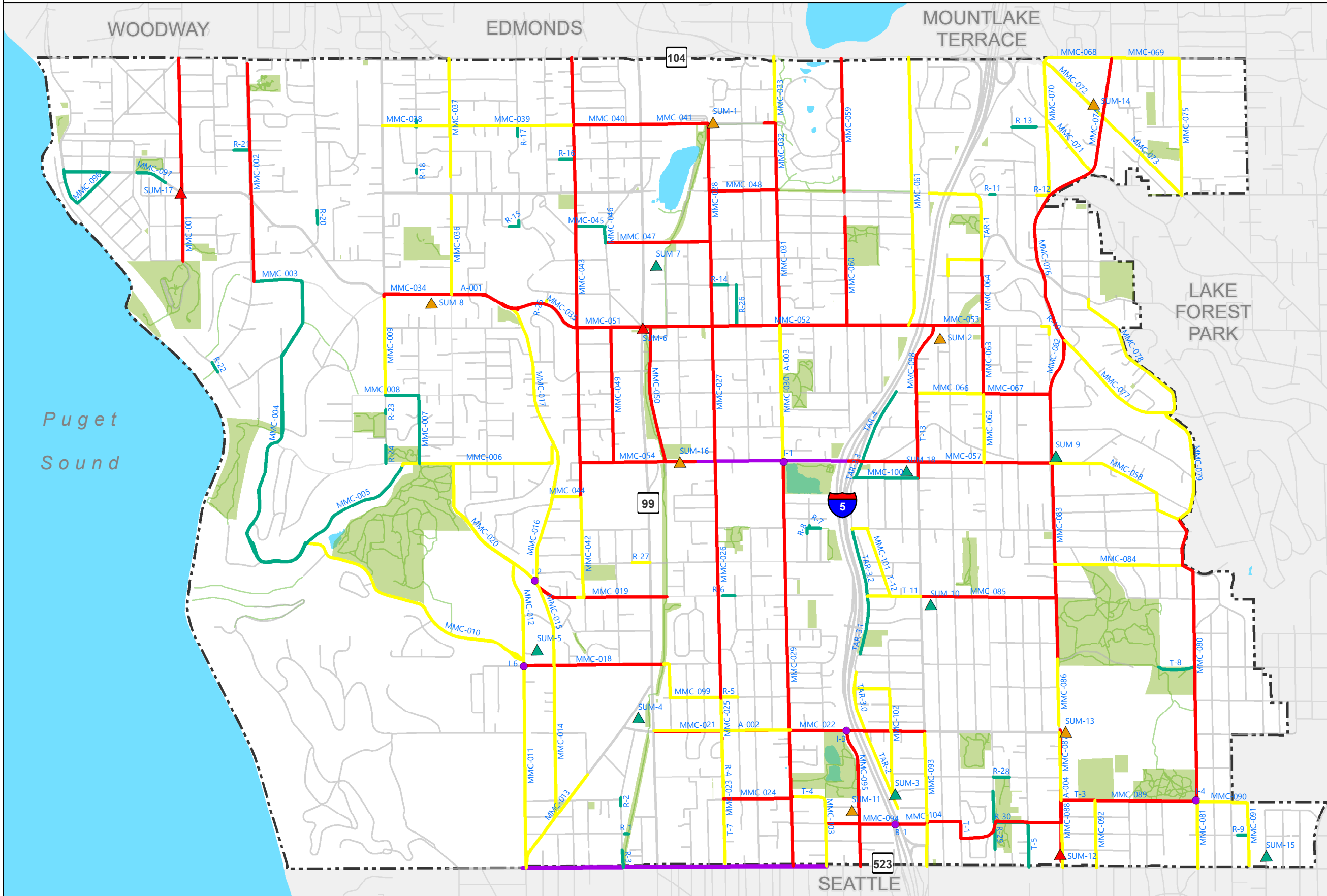
Att. B - Draft Project List

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	0	2	2	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	2	0	3	3	3	0	4	4	4	0	2	2	0	2	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	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	2	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	3	0	4	4	0	2	2	0	2	16	2	12	4	2	4	40
MMC-089	MMC	NE 150th St	15th Ave NE	25th Ave NE	3	6	2	0	3	2	0	0	2	0	0	0	3	3	3	0	0	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	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	2	0	3	3	0	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	1	2	0	0	2	0	0	0	3	3	3	0	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	2	0	0	0	3	3	3	0	4	4	4	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	3	0	3	3	3	0	4	4	4	0	2	2	0	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	0	2	2	0	0	15	5	9	12	2	2	45	
MMC-096	MMC	Richmond Beach Dr NW	NE 155th St	NW 199th St	0	6	0	0	1	1	0	0	0	0	0	0	3	3	0	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	3	3	0	0	0	4	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	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	0	0	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	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	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	4	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	0	2	2	0	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	4	0	0	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	0	0	2	2	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	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	0	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	4	4	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	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	0	2	0	0	0	3	3	0	4	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	4	4	0	0	2	0	0	9	6	6	4	2	2	29	
R-17	R	Unopened Right of Way			0	0	0	0	1	1	0	2	2	0	2	0	3	0	0	4	4	4	0	0	0	0	2	0	2	6	6	8	0	2	24	
R-18	R	Unopened Right of Way			0	0	0	0	1	0	0	2	0	0	2	0	0	3	0	0	4	4	4	0	2	2	0	1	4	3	8	2	2	20		
R-19	R	Unopened Right of Way			0	0	0	0	1	0	0	2	0	0	2	0	0	3	0	0	4	4	4	0	0	2	0	1	4	3	0	2	2	12		
R-2	R	Unopened Right of Way			0	6	0	0	1	0	0	0	2	0	0	0	0	3	0	0	4	4	4	0	0	2	2	0	7	2	3	8	0	4	24	
R-20	R	Unopened Right of Way			0	0	0	0	1	0	2	2	0	0	2	0	0	3	0	0	4	4	4	0	0	0	2	2	0	1	6	3	4	0	4	18
R-21	R	Unopened Right of Way			0	0	0	0	1	1	0	0	2	0	0	0	0	3	0	0	4	4	4	0	0	0	2	2	0	2	2	3	12	0	4	23
R-22	R	Unopened Right of Way			0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	4	4	4	0	0	0	2	0	0	1	2	0	8	0	2	13	
R-23	R	Unopened Right of Way			0	0	0	0	1	0	2	2	0	0	3	0	0	0	0	4	4	4	0	0	0	0	2	0	1	9	0	12	0	2	24	
R-24	R	Unopened Right of Way			0	0	0	0	1	0	2	2	0	0	3	0	0	0	0	4	4	4	0	0	0	0	2	0	1	9	0	8	0	2	20	
R-25	R	Unopened Right of Way			0	0	0	0	2	2	0	3	3	0	2	0	3	3	0	4	4	4	0	0	2	2	0	4	8	9	8	0	4	33		
R-26	R	Unopened Right of Way			0	0	0	0	2	2	0	0	0	0	0	0	0	3	3	0	4	4	4	0	2	2	0	4	0	6	12	2	4	28		
R-27	R	Unopened Right of Way			0	6	0	0	4	3	0	0	2	0	0	2	0	3	0	0	4	4	4	0	2	2	0	13	4	3	12	2	4	38		
R-28	R	Unopened Right of Way			0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0	4	4	4	0	2	2	0	1	0	6	8	2	4	21		
R-29	R	Unopened Right of Way			0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0	4	4	4	0	2	2	0	1	0	6	8	2	4	21		
R-3	R	Unopened Right of Way			0	0	0	0	1	0	0	0	2	0	0	0	0	3	0	0	4	4	4	0	0	2	2	2	1	2	3	8	0	6	20	
R-30	R	Unopened Right of Way			0	0	0	0	1	0	0	0	2	0	0	0	0	3	3	0	4	4	4	0	0	2	2	0	1	2	6	8	0	4	21	
R-4	R	Unopened Right of Way			0	6	0	0	1	0	2	2	0	3	3	0	0	3	0	0	4	4	4	0	0	2	0	7	10	3	8	0	2	30		
R-5	R	Unopened Right of Way			0	6	0	0	2	1	0	0	0	0	3	0	0	3	0	0	4	4	4	0	2	2	0	9	3	3	12	2	4	33		
R-6	R	Unopened Right of Way			0	6	0	0	1	0	0	0	0	0	3	0	0	3	0	0	4	4	4	0	2	0	2	0	7	3	3	4	2	2	21	
R-7	R	Unopened Right of Way			0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	4	4	4	2	2	0	2	1	0	3	12	4	2	22		
R-8	R	Unopened Right of Way			0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	4	4	4	0	2	2	0	1	0	3	12	2	2	20		

**Att. B - Draft Project List**

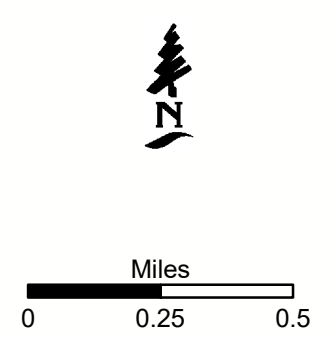
2022 TMP DRAFT PROJECT PRIORITIZATION MATRIX					SAFETY							EQUITY					MULTIMODALITY				CONNECTIVITY			CLIMATE RESILIENCY		COMMUNITY VIBRANCY				TOTALS						
PROJECT ID	PROJECT TYPE	STREET	FROM	TO	1+ Minor Injury Collision	1+ Serious or Fatal Injury Collision	1 Ped/ Auto Collision	2+ Ped/ Auto Collisions	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	
SUM-14	SUM	Ballinger			3	0	0	0	3	2	0	0	2	0	0	0	0	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	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	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	0	2	2	0	2	17	0	9	12	2	4	44	
SUM-18	SUM	Shoreline Library			3	0	0	0	2	2	0	0	0	0	0	0	0	3	0	3	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																																

# 2022 TMP Draft Project Prioritization



About the scoring process:  
All projects (both points and lines) were run through a spatial analysis organized in six groups: Safety, Equity, Multimodality, Connectivity, Climate Resiliency, and Community Vibrancy. Each project was assessed based on 24 individual metrics.

- Shared-Use Mobility Hubs Score**
- ▲ 40 - 54 points, High
  - ▲ 31 - 39 points, Medium
  - ▲ 20 - 30 points, Low
- Multimodal Projects Score**
- 42 - 57 points, High
  - 30 - 41 points, Medium
  - 12 - 29 points, Low
- Miscellaneous**
- Predetermined Priority Projects
  - Predetermined Priority Projects
  - Existing Park
  - Existing Trail



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