Project Prioritization Framework

	Goal	Prioritization Criteria	Score	Highest Possible Score
T-1	Safety	Project provides a safety improvement on a high injury corridor	40 - high	60
			30 - med	
			20 - low	
			0 - Does not meet criteria	
		Provides safety benefit or preventative countermeasure	20 - yes 0 - no	
T-2	Active Transportation	Connects to the Cross Kirkland Corridor (CKC)	5 - yes 0 - no	50
		Creates a low-stress environment for people walking and bicycling	10 - yes 0 - no	
		Completes a gap identified in the Active Transportation Plan (ATP) or Safer Routes to School Action Plan (SRTS)	30 - ATP or SRTS priority score = high 20 - ATP or SRTS priority score = med 10 - ATP or SRTS priority score = low 0 - Does not meet criteria	
T-3	Public Transportation	Supports transit (bike/ ped connections, transit queue jumps, crosswalks, lighting, etc.) by connecting to:		40
		A high frequency transit corridor transit route	40 - high	
		A local transit route route (less frequent)	30 - med	
		Future high frequency transit routes	20 - low	
		Does not meet criteria	0 - Does not meet criteria	
T-4	Vehicle Network Management	Improves operations in the system such as signal modification, channelization, addresses other system performance issue, etc.	30 - on Principal Arterials 20 - on Minor Arterials 10 - on Collectors 0 - Does not meet criteria	30
T-5	Technology and Innovation	Includes ITS technologies such as bike/ ped counters, passive detection, accessibility improvements such as bicycle detection or buttons, leading pedestrian intervals, improved accessible crossing indicators, transit signal priority, electrification, etc. Dynamic wayfinding.	10 - yes 0 - no	10

	Goal	Prioritization Criteria	Score	Highest Possible Score
T-6	Maintenance	Provides a long-term maintenance benefit	10 - yes 0 - no	10
T-7	Equity	Increases transportation options for priority populations that are identified through Kirkland's Equity Mapping Tool developed for the city's Capital Improvement Program.	30 - Meets project criteria and with an Equity Index Score > 3.9 - 3 20 - Meets project criteria and with an Equity Index Score > 2.9 - 2 10 - Meets project criteria and with an Equity Index Score <2	40
		Provides accommodation for greater accessibility per the Americans with Disabilities Act (ADA). Examples include passive detection at crossings, upgrading wheelchair ramps, tactile markings, etc.	10 - yes 0 - no	
T-8	Sustainability	Reduces vehicle miles traveled and supports alternatives to single occupancy vehicle trips	20 - yes 0 - no	40
		Project avoids environmentally sensitive areas:		
		Avoids environmentally sensitive areas	20 - high	
		If impact to an environmentally sensitive area is unavoidable, the project supports mode shift and/or improves traffic flow (e.g., through signal coordination or by removing a bottleneck)	10 - med	
		Does not meet criteria	0 - Does not meet criteria	
T-9	Link to Land Use	Connects to/or is within an urban growth center	30 - high	40
		Connects to/or is within other commercial or neighborhood centers	20 - med	
		Does not meet criteria	0 - Does not meet criteria	
		Provides active transportation, safety and or circulation improvements to access to Parks and Schools	10 - yes (within a 1/4 mile distance) 0 - no	

Goal		Prioritization Criteria	Score	Highest Possible Score
T-10	**Partnerships**	Connects to regional connections, centers outside the city or fills a gap crossing jurisdictional boundaries	10 - yes 0 - no	30
		Leverages coordination with other partners (developers, neighboring jurisdictions, transit agencies, other departments such as parks, etc.)	10 - yes 0 - no	
		Introduces a new technology or service that supports shifting modes from SOV trips (electric assist bike runnels, flexible transit, etc.)	10 - yes 0 - no	
			Total Score	**350**