

## **ATTACHMENT C**

### **Nonmotorized Multi-Choice Skeleton System Development – Evaluation Criteria**

#### *Step 1 – Development of Full Systems*

The development of a Pedestrian and Bicycle backbone system will be based upon an analysis of a full system grid proposed for the City. The full system grid was developed to provide the long term recommended pedestrian and bicycle connections between land uses, major activity centers, transit, and existing or planned facilities in adjacent jurisdictions. The full system grid is based on existing facilities, planned facilities, and other feasible routes or opportunities to make improved connections.

The pedestrian and bicycle systems will be based upon:

- Existing and planned pedestrian/bicycle facilities within City of Lynnwood (Identified through the City’s Capital Facilities Plan, Transportation Improvement Program, or subarea plans)
- Connectivity to adjacent jurisdiction existing or planned pedestrian/bicycle facilities
- Connectivity to existing or planned schools, parks, community facilities and transit routes/facilities

#### *Step 2 – Development of Skeleton System*

The pedestrian and bicycle “skeleton system” is a subset of the full system grid, based on an analysis and scoring of individual system segments using evaluation criteria. The resulting skeleton system may include existing or already planned facilities. Thus, the skeleton system is the most important segments needed within the City to provide pedestrian and bicycle systems between or to the most important land uses or activity centers. These are the segments that the City should focus on either providing facilities where they currently do not exist, or upgrading existing facilities to address barriers, gaps or safety issues.

#### *Step 3 – Identification of Skeleton Projects*

Skeleton projects (both pedestrian and bicycle) are identified by overlaying or comparing the skeleton system segments with existing/planned facilities. An identification of the gaps or barriers (i.e, where no facility currently exists, or a partial facility exists), will be used to identify skeleton projects. The skeleton projects will then be evaluated using second level of screening criteria to determine their relative importance.

## **FIRST LEVEL SCREENING (TO DEVELOP SKELETON SYSTEM)**

The “Skeleton System” is defined as the most critical sections of pedestrian and bicycle facilities within the City, and where investments should be given top priority. The Skeleton system may consist of segments that are already complete or planned, but will provide primary functionality north-south and east-west, and connection to the most important activity centers/ uses until the full system is built.

### **Pedestrian Evaluation Criteria**

#### **1. School Access (Weighted by Multiplying by 2)**

Segment provides direct access to an elementary school, College, or designated school route 3 points

Segment provides direct access to a middle or high school 2 points

Segment is within 0.25 miles of any school 1 point

Segment does not provide access, or within proximity to Any school 0 points

#### **2. Senior Access**

Segment provides direct access to two or more senior Homes or center 3 points

Segment provides direct access to one senior home or senior center 2 points

Segment is within proximity (0.25 miles) of a senior home Or center 1 point

Segment is not within proximity to any senior home or Center. 0 points

#### **3. Proximity to Commercial Services**

Segment is adjacent to or directly serves the City Center or Regional Commercial land use 3 points

Segment is adjacent or directly serves Community Commercial / Local Commercial 2 points

Segment is adjacent or directly serves Mixed Use zone 1 point

Segment does not directly serve commercial 0 points

#### **4. Parks / Community Facilities**

Segment provides direct access to two or more community facilities (park/open space, library, civic) 3 points

Segment provides direct access to at least one community facility 2 points

Segment is within 0.25 miles of a community facility 1 point

Segment does not directly adjacent to, or within proximity to a community facility. 0 points

#### **5. Other Areas (Major Employers)**

Segment provides direct access to a major employer (200 or more employees or major business park) 3 points

Segment is within proximity (0.25 miles) of a major employer 2 points

Segment is within 0.50 miles of a major employer 1 point

Segment does not directly adjacent to, or within proximity to a major employer 0 points

#### **6. Transit Access**

Segment provides direct access to a transit center or major park & ride lot (plus transit corridor) 3 points

Segment provides direct access to a major transit corridor (3 or more existing or planned routes, or high capacity transit route) 2 points

Segment provides direct access to a minor transit corridor (Up to 2 routes) 1 point

Segment does not directly serve transit 0 points

#### **7. Accident History (Weighted by Multiplying by 2)**

Segment is adjacent area with 4 or more pedestrian / bicycle accidents between 2003 and 2006 3 points

Segment is adjacent area with 2 to 3 pedestrian / bicycle accidents between 2003 and 2006 2 points

Segment is adjacent area with one pedestrian / bicycle accident between 2003 and 2006 1 point

Segment did not have any pedestrian or bicycle related accidents between 2003 and 2006 0 points

### **8. Neighborhood Connections**

Highest residential land use adjacent or directly Served by segment is MF-2 or MF-3. 3 points

Highest residential land use adjacent or directly Served by segment is MF-1. 2 points

Highest residential land use adjacent or directly Served by segment is SF-1 or SF-2. 1 point

### **9. Traffic Volumes (Weighted by Multiplying by 2)**

Segment has future (2032) Average Daily Traffic (ADT) Volume of 10,000 or greater 3 points

Segment has future ADT of 5,000 to 10,000 ADT 2 points

Segment has future ADT of less than 5,000 1 point

### **10. Traffic Speeds**

Segment has posted speed limit of 25/30 mph 3 points

Segment has posted speed limit of 35 mph 2 points

Segment has posted speed limit of 45 mph 1 point

Segment does not have a posted speed limit (ie, trail) 0 points

### **11. Roadway Classification**

Highest classification adjacent segment is Principal Or Minor arterial 3 points

Highest classification adjacent segment is a Collector arterial 2 points

Highest classification adjacent segment is a Local roadway 1 point

*Total Maximum Points* 33 points

## **Bicycle Evaluation Criteria**

### **1. School Access (Weighted by Multiplying by 2)**

Segment provides direct access to any school (elementary School, high school or college	3 points
Segment is within 0.25 miles of any school	2 points
Segment is within 0.50 miles of any school	1 point
Segment does not provide access, or within proximity to Any school	0 points

### **2. Senior Access**

Segment provides direct access to two or more senior Homes or center	3 points
Segment provides direct access to one senior home or senior center	2 points
Segment is within proximity (0.25 miles) of a senior home Or center	1 point
Segment is not within proximity to any senior home or Center.	0 points

### **3. Proximity to Commercial Services**

Segment directly serves or is within 0.25 miles of City Center or Regional Commercial land use	3 points
Segment directly serves or is within 0.25 miles of Community Commercial / Local Commercial	2 points
Segment directly serves or is within 0.25 miles of a mixed use zone	1 point
Segment does not directly serve or within 0.25 miles Of any commercial zone	0 points

### **4. Parks / Community Facilities**

Segment provides direct access to two or more community facilities (park/open space, library, civic)	3 points
Segment provides direct access to at least one	2 points

community facility

Segment is within 0.25 miles of a community facility 1 point

Segment does not directly adjacent to, or within proximity to a community facility. 0 points

**5. Other Areas (Major Employers)**

Segment provides direct access to a major employer (200 or more employees or major business park) 3 points

Segment is within proximity (0.25 miles) of a major employer 2 points

Segment is within 0.50 miles of a major employer 1 point

Segment does not directly adjacent to, or within proximity to a major employer 0 points

**6. Transit Access**

Segment provides direct access to a transit center or major park & ride lot 3 points

Segment provides direct access to a major transit corridor (3 or more existing or planned routes, or high capacity transit route) 2 points

Segment provides direct access to a minor transit corridor (Up to 2 routes) 1 point

Segment does not directly serve transit 0 points

**7. Accident History (Weighted by multiplying by 2)**

Segment is adjacent area with 4 or more pedestrian / bicycle accidents between 2003 and 2006 3 points

Segment is adjacent area with 2 to 3 pedestrian / bicycle accidents between 2003 and 2006 2 points

Segment is adjacent area with one pedestrian / bicycle accident between 2003 and 2006 1 point

Segment did not have any pedestrian or bicycle related accidents between 2003 and 2006 0 points

### 8. Neighborhood Connections

Segment is adjacent or within 0.25 miles of MF-2 or MF-3 land use category. 3 points

Segment is adjacent or within 0.25 miles of MF-1 or SF-3 land use category 2 points

Segment is adjacent or within 0.25 miles of SF-1 or SF-2 land use category 1 point

### 9. Traffic Volumes (Weighted by multiplying by 2)

Segment has future (2032) ADT of 5,000 to 30,000 ADT 3 points

Segment has future Average Daily Traffic (ADT) volume of less than 5,000 2 points

Segment has future ADT of greater than 30,000 1 point

### 10. Traffic Speeds

Segment has posted speed limit of 45 mph 3 points

Segment has posted speed limit of 35 mph 2 points

Segment has posted speed limit of 25 or 30 mph 1 point

Segment does not have a posted speed limit (ie, trail) 0 points

### 11. Roadway Classification

Highest classification adjacent segment is a Collector arterial 3 points

Highest classification adjacent segment is Principal Or Minor arterial 2 points

Highest classification adjacent segment is a Local roadway 1 point

*Total Maximum Points 33 points*

Once the Skeleton Systems have been developed, they will be overlaid with the existing facilities to see where the gaps are located. Segments that are remaining (where no

facilities currently exists, or where segments are partially complete, or in poor condition) will be used to identify the skeleton projects.

## **SECOND LEVEL SCREENING (TO PRIORITIZE SKELETON PROJECTS)**

### **Pedestrian Evaluation Criteria**

#### **1. Existing Coverage**

Project does not have any existing facility along either side of road. 3 points

Project area has only partial facility on either side. 2 points

Project has at least one good full facility on one side, but no facility or partial facility on other side. 1 point

#### **2. Existing Condition**

Project replaces a poor facility (informal path/gravel) 3 points

Project replaces an existing asphalt path 2 points

Project replaces an existing concrete sidewalk in poor condition. 1 point

#### **3. Connectivity**

Project completes a gap along a principal or minor Arterial of the backbone system. 3 points

Project completes a gap along a collector roadway Of the backbone system. 2 points

Project completes a gap along a local street of the Backbone system. 1 point

#### **4. Constructability**

Project has available right of way, and no significant engineering obstacles. 3 points

Project requires minor additional right of way, and/or minor engineering obstacles. 2 points

Significant portions of project falls outside of right of way, and would have considerable costs associated with right of 1 point

way or other obstacles.

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**5. Pedestrian Access**

Provides direct access to multiple (more than one) public facilities, including school, park, transit or community facility, or commercial. 3 points

Provides direct access to one public facility (See above). 2 points

Improves access (but not direct access) to public facilities 1 point

**6. Safety / Obstacles (Weighted by multiplying by 2)**

Project is along a road with more than one pedestrian/bicycle related accident (2003-2006), or has significant roadside obstacles (such as ditches) 3 points

Project is along a road that had one pedestrian/bicycle related accident (2003-2006), or has medium amount of roadside obstacles 2 points

Project is along a road with no pedestrian/bicycle related accidents (2003-2006), but has some minor roadside obstacles 1 point

**7. Improved Access for Disadvantaged Populations**

Project is adjacent to block group(s) with poverty rate of 20 percent or greater 3 points

Project is adjacent to block group(s) with poverty rate of 10 to 20 percent 2 points

Project is adjacent to block group(s) with poverty rate of less than 10 percent 1 point

*Total Maximum Points* 21 points

## **Bicycle Evaluation Criteria**

### **1. Existing Coverage**

Project does not have any existing or planned facility along either side of road. 3 points

Project area has only partial facility on either side. 2 points

Project has at least one full facility on one side, but no facility or partial facility on other side. 1 point

### **2. Existing Condition (NA)**

Existing Condition is not analyzed for bicycle projects because all of the bicycle projects are where they currently do not exist, as opposed to pedestrian projects which may replace an existing substandard facility.

### **3. Connectivity**

Project completes a gap along a collector road of the Backbone system. 3 points

Project completes a gap along a principal or minor Road of the backbone system. 2 points

Project completes a gap along a local road of the Backbone system. 1 point

### **4. Constructability / Sensitivity to Local Impacts**

Project can be built without removing on-street parking 3 points

Project will require removal of on-street parking 1 point

Project cannot be built without major modifications 0 points

### **5. Bicycle Access**

Provides direct access to multiple (more than one) public facilities, including park, transit or community facility, or commercial and or/provides access to high schools or colleges. 3 points

Provides direct access to one public facility (See above), and/ or provides access to middle schools. 2 points

Improves access (but not direct access) to public facilities 1 point

and / or provides access to elementary schools.

**6. Safety / Obstacles (Weighted by multiplying by 2)**

Project is along a road with more than one pedestrian/  
bicycle related accident (2003-2006), or has significant  
roadside obstacles (such as ditches) 3 points

Project is along a road that had one pedestrian/bicycle  
related accident (2003-2006), or has medium amount of  
roadside obstacles 2 points

Project is along a road with no pedestrian/bicycle related  
accidents (2003-2006), but has some minor roadside  
obstacles 1 point

**7. Improved Access for Disadvantaged Populations**

Project is adjacent to block group(s) with poverty rate of  
20 percent or greater 3 points

Project is adjacent to block group(s) with poverty rate of  
10 to 20 percent 2 points

Project is adjacent to block group(s) with poverty rate of  
less than 10 percent 1 point

*Total Maximum Points 18 points*

The prioritization of skeleton projects will be based upon the second level screening. Cost estimates will be developed for up to ten (10) Skeleton system projects. The identification of these projects for cost estimates will be based upon a review of the high priority projects and consensus of the Staff Advisory Group.