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

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.

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

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

8. Neighborhood Connections

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

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

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

9. Traffic Volumes (Weighted by Multiplying by 2)

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

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

Segment has future ADT of less than 5,000

10. Traffic Speeds

Segment has posted speed limit of 25/30 mph

Segment has posted speed limit of 35 mph

Segment has posted speed limit of 45 mph

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

11. Roadway Classification

Highest classification adjacent segment is Principal Or Minor arterial

Highest classification adjacent segment is a Collector arterial

Highest classification adjacent segment is a Local roadway

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

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

Improves access (but not direct access) to public facilities

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)

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

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

7. Improved Access for Disadvantaged Populations
Project is adjacent to block group(s) with poverty rate of 20 percent or greater

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

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

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.