Memorandum

To: *Seattle Department of Transportation*

From: *CDM Smith*

Date: *October 28, 2020*

Subject: *Final Project Evaluation Framework Memorandum (Task 4.1 – 4.3)*
Route 40 Northgate to Downtown Transit Improvements Project

Introduction

This memorandum outlines the evaluation framework for the Route 40 Northgate to Downtown Transit Improvements Project by which potential corridor improvement concepts are screened and evaluated for recommendation and prioritization.

The goal of the Route 40 project is to improve transit service (travel time and reliability) on the King County Metro (KCM) Route 40 corridor, which is a key transit route between Downtown and North Seattle. In addition to improving service, the project will enhance transit access among adjacent neighborhoods and other transportation services through recommendations for multimodal improvements.

The Route 40 Corridor connects major destinations in North Seattle including Northgate, Ballard, Fremont, South Lake Union, and Downtown. The Route 40 Corridor is shown in **Figure 1** and, for purposes of the Route 40 Project, seven segments are identified for further analysis and to identify projects within.

This project will include the design and implementation of transit speed and reliability improvements along the Route 40 Corridor such as dedicated bus lanes, channelization and signal optimization for buses, queue jumps, and/or transit signal priority. Intelligent Transportation Systems (ITS), limited stop consolidation, bus bulbs, and other improvements recommended in KCM's Transit Speed and Reliability Guidelines and Strategies may also be included along Route 40.

In addition, access to transit improvements such as pedestrian and bicycle facility upgrades will be made along the corridor, particularly where speed and reliability improvements are identified, based on outcomes of the concept identification, evaluation and screening process, and budget availability. Potential bicycle and pedestrian improvements based on recommendations from the draft Complete Streets checklist may include leading pedestrian interval (LPI) crossings, all-way pedestrian crossings, sidewalk rehabilitation or replacement, curb bulbs, extended bus bulbs,

pedestrian curb ramps for ADA compliance, improved Neighborhood Greenways (NGW) crossings, and street landscaping.

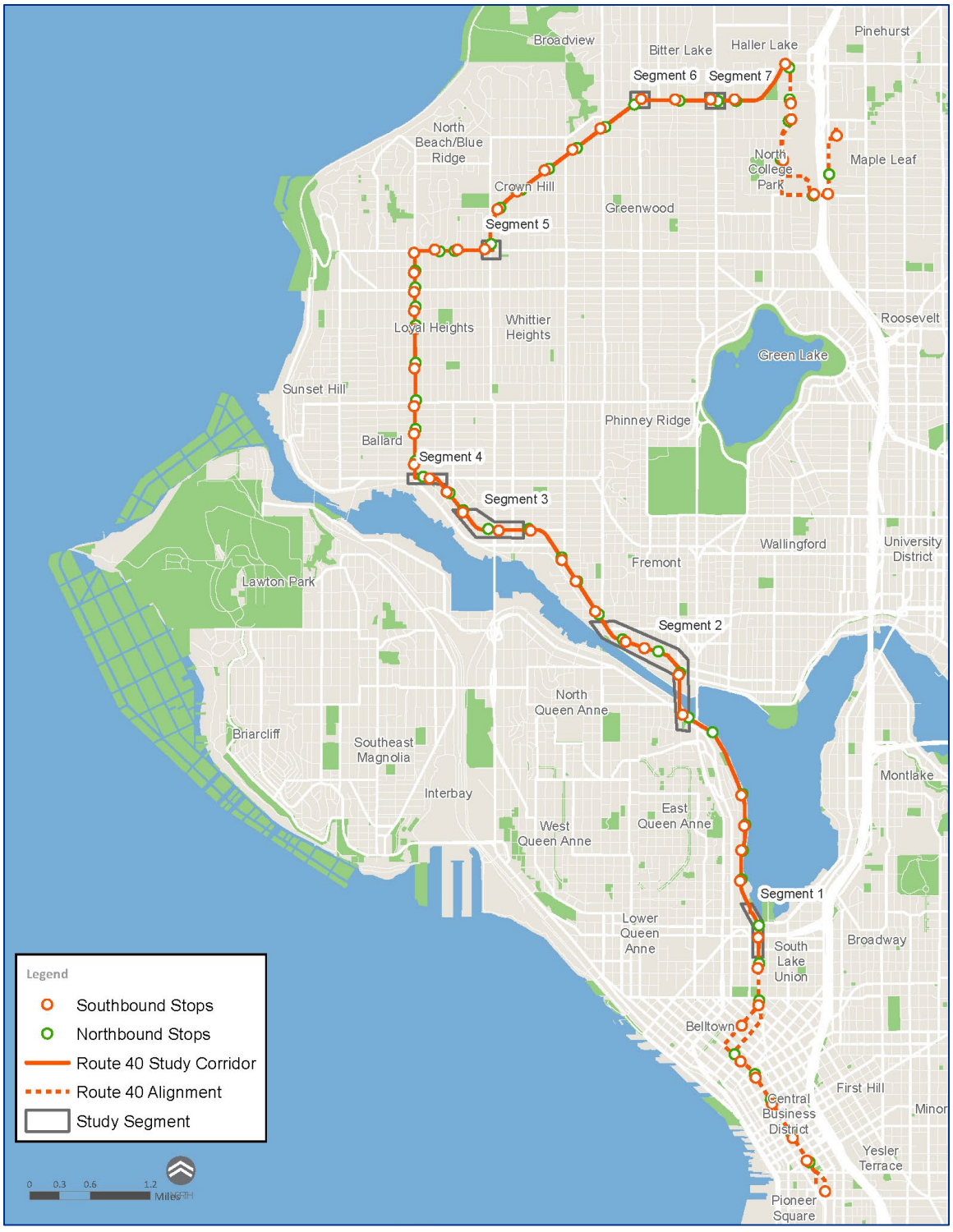

Figure 1: Route 40 Study Area
Source: CDM Smith

Project goals and objectives were developed in coordination with SDOT and project partners, leveraging the Route 44 Corridor Evaluation Framework. The goals and objectives are consistent with the speed and reliability goals identified in SDOT's Transit-Plus Multimodal Corridor (TPMC) Program, modal priorities and safety goals identified in Streets Illustrated (the City's Right of Way Improvements Manual), and KCM's Transit Speed and Reliability Guidelines and Strategies. The Route 40 Project is meant to achieve the following goals and objectives:

- *Make bus trips faster and more reliable, now and in the future*
- *Make it safer and easier to get to and on the bus*
- *Advance program objectives in a way that responds to community needs and priorities*
- *Fulfill Move Seattle Levy commitments*

The key speed and reliability objective is to reduce the Route 40's travel times by 5-10% reduction over existing travel times.

Evaluation Process

The purpose of the Route 40 evaluation framework is to score improvements within the seven segments of Route 40 (**Figure 1**) and prioritize improvements along the full corridor to ensure the most meaningful and beneficial projects are carried forward and implemented within the program's budgetary constraints.

A workshop, facilitated by CDM Smith, was held with SDOT and KCM in November 2019 to further develop project goals, identify success factors, and streamline the evaluation criteria. The TPMC program corridors are all following a similar evaluation process. Using the Route 44 Project Evaluation Criteria Framework as a basis for the Route 40 evaluation framework, the approach was refined to specifically apply to Route 40.

One key consideration in the Route 40 evaluation framework is to streamline the evaluation process and quickly screen identified projects through the evaluation framework in order to meet the deadlines of the Move Seattle Levy. While Route 44 had a preexisting improvement list for the corridor, the Route 40 corridor has a limited set of improvements that were previously identified and it has not been the subject of planning studies, although it is an identified future RapidRide Bus Rapid Transit corridor in the Seattle Transit Master Plan. The Seattle Transit Master Plan recommends potential improvements to the Route 40 corridor to implement the RapidRide 6 corridor, including transit signal priority, bus bulbs, queue jumps, right-of-way treatments, and other potential improvements. The Route 40 framework allows for a streamlined evaluation that retains a performance-based and data-driven evaluation process to select improvements while balancing the need to evaluate a robust improvement list within a more constrained timeframe.

To align with the goals of the Move Seattle Levy, the following five general categories of criteria are used to screen and evaluate potential corridor concepts: transit, safety, access, community, and project implementation. Each category includes multiple screening and evaluation measures.

Where applicable, the criteria for evaluating the concepts are consistent with SDOT assessment and prioritization methodologies.

Potential corridor improvement concepts for the Route 40 Corridor will be developed based upon existing transit speed and reliability data gathered from KCM, modal plans and their implementation plans, input gathered through direct observation, input gathered through SDOT and KCM staff, as well as information included in the project's Complete Streets Checklist. This collection of data will provide a broad, multimodal collection of concepts for consideration within this project. These concepts will be scored and prioritized using an evaluation framework built upon a two-step process:

- **Level 1: Screening** — An initial screen of individual concepts using qualitative high-level information. Level 1 Screening is intended to screen out concepts that are infeasible, have significant flaws, or do not meet the intent of the program goals. Following the Level 1 screening, concepts may be refined to improve performance and ability to implement.
- **Level 2: Evaluation** — A secondary evaluation consisting of either quantitative or qualitative criteria of screened corridor concepts. Following the Level 2 evaluation, concepts may be refined and/or combined with other concepts.

Following the evaluation, a list of recommend concepts for the corridor will be developed. The set of concepts will be combined into scenarios for further evaluation which need to be balanced across cost considerations, improvement types, and segments. These concepts would be reviewed by the Route 40 project team and if a decision is unachievable at the project team level, they will be reviewed by SDOT's Complete Streets Steering Committee. Once confirmed by SDOT, a final recommended set of concepts will advance into the next project phase; preliminary design and, if necessary, environmental documentation.

Evaluation Framework

An overview of the evaluation framework is outlined in

Table 1. The full descriptions of the evaluation criteria and scoring thresholds are included in Appendix A. The evaluation framework addresses the project objectives and includes criteria to measure transit travel time and reliability, safety and access, and passenger experience. The framework also includes deliverability, risk, community support, and equity criteria that are tailored to the project. Potential concepts for the corridor will be evaluated and ranked within each category and then prioritized.

Table 1: Evaluation Framework Overview

Category	Measure	Level 1: Screening (qualitative)	Level 2: Evaluation (qualitative or quantitative)
Transit	Transit Travel Time Savings	Potential to improve transit travel time in the vicinity of the concept	(Quantitative) Average per-trip AM and PM peak hour transit travel time savings
	Person-Level Transit Travel Time Benefit	Relative number of passengers that will experience the benefit based on the passenger load at the location of the concept	(Quantitative) Annualized travel time savings (in person hours) based on the passenger load experiencing the benefit
	Reliability	Potential to improve reliability/on-time performance, including consideration of existing transit reliability/on-time performance	(Quantitative) Ability of concept to address variables and/or fluctuations in transit performance in addition to impact on travel time and assessment of existing variability
	Other Transit Routes	Potential to impact and/or benefit other transit routes besides Route 40	(Quantitative) Number of routes and the frequency of transit routes the concept may impact and/or benefit besides Route 40
	Transit Operation Resiliency	Potential to provide long-term performance benefit	
Safety	Vehicle Safety	Estimated level of potential of concept to improve vehicle safety	(Quantitative) Concept's ability to improve vehicle safety, including consideration of high crash locations
	Pedestrian Safety	Estimated potential of concept to improve pedestrian safety related to accessing transit	(Quantitative) Concepts ability to improve pedestrian safety related to accessing transit supplemented with existing data from the BPSA, including evaluation of pedestrian crash history using existing data
	Bicycle Safety	Estimated potential of concept to improve bicycle safety related to accessing transit	(Quantitative) Concepts ability to improve bicycle safety related to accessing transit outlined in BPSA, including evaluation of bicycle crash history
Access	Passenger Experience	Potential to improve station amenities, boarding operations, or vehicle travel speed that aid in the Route's speed and reliability	
	Pedestrian Access	Potential to improve pedestrian access based on the existing condition of sidewalks and crossings within a block (approx. 300 ft) of nearest stop	(Quantitative) Concept's ability to improve pedestrian access based on the existing condition of sidewalks and crossings within a block (approximately 300 ft) of nearest stop, supplemented with sidewalk repair and maintenance prioritization of sidewalks
	Crossings Spacing	Potential to reduce distance between signalized, marked, or other enhanced crossings or reduce the number of crossings required	(Quantitative) Change in distance between signalized, marked, or other enhanced crossings or reduce the number of crossings required
	Bicycle Access	Concept improves or provides new bike facilities near a bus stop and supports	(Quantitative) Concept improves or provides new bike facilities near a bus stop and supports the Bicycle Master Plan/Bicycle

Category	Measure	Level 1: Screening (qualitative)	Level 2: Evaluation (qualitative or quantitative)
		the Bicycle Master Plan/Bicycle Implementation Plan	Implementation Plan, supplemented with the increase in linear feet of bicycle facility within the corridor using the SDOT Complete Streets checklist
	Freight Access	Concept affects freight movement through the corridor	(Quantitative) Concept would affect a truck route, oversize/overweight route, or affect the ability of freight to move through the corridor
Community	General Purpose Traffic and Operations	Potential of concept to impact general purpose traffic delay	(Quantitative) Impact on general purpose delays at congested (LOS D or worse) intersections for the affected area
	Community Support	The community's (residents/ businesses) support for the concept	
	Equity	Concept located within a high concentration of a Racial and Social Equity Index area	(Quantitative) Average Racial and Social Equity Index score within an 1/8 of a mile of the proposed concept
	Parking Impacts	Potential of concept to impact on-street parking	(Quantitative) Number of parking spaces likely removed due to the concept
Implementation	Risk/Schedule	Likeliness of completion within the Move Seattle timeframe	(Quantitative) General timeframe for implementation of improvement (i.e. number of months)
	Cost/Funding	Relative construction cost of the concept compared to other concepts	Concept's conceptual cost estimate compared to project budget

For the Level 1 screening, each measure is scored from 0-3 (0 identifies negative or no effect, 1 is the lowest score) using metrics that are largely qualitative. The intent of Level 1 screening is to identify and remove concepts from further consideration that are infeasible, have significant flaws, or do not align with the TPMC objectives.

Concepts that are not found to have significant flaws and generally meet the program goals in the Level 1 screening process will be confirmed in consultation with SDOT and proceed to the Level 2 evaluation. The Level 2 screening will apply either a qualitative or quantitative set of measures. Level 2 quantitative measures will score concepts from 0 to 3 (0 identifies negative or no effect, 1 is the lowest score). The Level 2 qualitative measures are the same as the Level 1 qualitative screening criteria. The purpose of maintaining the same Level 1 and Level 2 criteria is to streamline the evaluation process and quickly screen identified projects to meet the deadlines of the Move Seattle Levy. Concepts with the highest scores are then prioritized and recommended as concepts for the corridor. Concepts that are not advanced as part of this project are not intended to be precluded from implementation as a part of other efforts. These concepts could be considered as part of other projects/programs and separately implemented or evaluated for implementation with this project if funding can be provided from another program.

In both the screening and evaluation phases, the combined score across all goals/objectives for each concept is considered. Concepts that score particularly high in individual categories, however, will be noted to assist in prioritizing projects that align with the program goals. To conform to the Route 40 project goals and objectives (page 3), transit speed and reliability measures will be emphasized.

Following the project evaluation process, concepts will be further refined through the project scenario process and additional conceptual engineering level of detail. Ultimately a single set of recommended projects will be developed including considerations for evaluation framework measures, cost, geographic equity, and project type equity.

Appendix A: Evaluation Criteria and Scoring Thresholds

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Evaluation Category	Evaluation Measure	General Measure Definition	Level 1: Screening		Level 2: Evaluation	
			Screening Measure Methodology	Screening Scoring Thresholds	Evaluation Measure Methodology	Evaluation Scoring Thresholds
Transit	Travel Time Savings	How much time savings on Route 40 can be achieved by implementing the concept	Level of potential for the concept to improve the travel time in the vicinity of the concept (qualitative)	0 – No potential for travel time improvement 1 - Little to no potential for travel time improvement 2 - May have potential for travel time improvement 3 - Likely has potential for travel time improvement	Average per-trip transit travel time savings for the peak hour using tools, such as Synchro, Vissim, and AVL data (quantitative) in the AM and PM peak hours	0 - No change to or an increase in transit travel time expected 1 - Transit travel time improvement of up to 10 seconds 2 - Transit travel time improvement of more than 10-30 seconds 3 – Transit travel time improvement of more than 30 seconds
	Person-Level Travel Time Benefit	How many people will experience the time savings on the Route 40	Relative number of passengers that will experience the benefit based on the passenger load at the location of the concept (qualitative)	0 - No passengers expected to benefit from treatments considered 1 - The number of passengers expected to benefit is in the lower third of treatments considered 2 - The number of passengers expected to benefit is in the middle third of treatments considered 3 - The number of passengers expected to benefit is in the upper third of treatments considered	Annualized travel time savings (in hours per person) based on the passenger load experiencing the benefit (quantitative)	0 - No person hours of savings are expected annually 1 – Less than 2,000 person hours of savings are expected annually 2 – Between 2,000 and 4,000 person hours of savings are expected annually 3 – Greater than 4,000 person hours of savings are expected annually
	Reliability	Does the concept improve the reliability of Route 40 bus service (e.g. on-time performance)	Level of potential for the concept to improve reliability/on-time performance, including consideration of existing transit reliability/on-time performance (qualitative)	0 - No potential to improve transit reliability in that location 1 - Little potential to improve transit reliability in that location 2 - May have potential for improving transit reliability in that location 3 - Likely has potential for improving transit reliability in that location	Ability of concept to address variables and/or fluctuations in transit performance in addition to impact on travel time and assessment of existing variability (coefficient of variation) (qualitative)	0 - No potential to address variables/fluctuations in the RT 40 performance and does not provide transit travel time savings 1 - Little potential to address variables/fluctuations in the RT 40 performance, and is in area of existing low variability, or little potential to address variables/fluctuations in the RT 40 performance, but provides travel time savings or is in area of existing high variability 2 - Potential to address variables/fluctuations in the RT 40 performance, provides travel time savings, and is in area of existing low variability, or potential to address variables/fluctuations in the RT40 performance, provides some travel time savings, and is in area of existing high variability 3 - Potential to address variables/fluctuations in the RT 40 performance, provides high travel time savings, and is in area of existing high variability
	Other Transit Routes	Does the concept impact other transit services/routes	Potential of the concept to impact and/or benefit other transit routes besides Route 40 (qualitative)	0 - Likely has a negative impact on other transit routes 1 - Has no impact to other transit routes and/or provides both a benefit and an impact to other transit routes 2 - Likely to provide little benefit to other transit routes 3 - Likely to provide benefit to other transit routes	Number of routes and the frequency of transit routes the concept may impact and/or benefit besides Route 40 (quantitative)	0 - Likely has a negative impact on other transit routes 1 - Has no impact to other transit routes and/or provides both a benefit and an impact to other transit routes 2 - Likely to provide little benefit to other transit routes 3 - Likely to provide benefit to other transit routes
	Transit Operation Resiliency	Does the concept have the potential to provide long-term transit benefit	Potential for the concept to provide long-term performance benefit (qualitative)	0 - Would likely provide no benefit 1 - Would likely provide only short-term benefit 2 - Could provide long-term benefit 3 - Would likely provide long-term benefit	Potential for the concept to provide long-term performance benefit (qualitative)	0 - Would likely provide no benefit 1 - Would likely provide only short-term benefit 2 - Could provide long-term benefit 3 - Would likely provide long-term benefit
Safety	Vehicle Safety	Does the concept improve vehicle safety	Estimated level of potential of concept to improve vehicle safety (qualitative)	0 - No potential to improve vehicle safety 1 - May improve vehicle safety 2 - Likely to slightly improve vehicle safety 3 - Likely to improve vehicle safety	Concept's ability to improve vehicle safety, including consideration of high crash locations (quantitative)	0 - No improvement to vehicle safety, or may improve vehicle safety at non-high crash location 1 - May improve vehicle safety at high crash location 2 - Likely to slightly improve vehicle safety at non-high crash location or high crash location 3 - Likely to improve vehicle safety at non-high crash location or high crash location

Evaluation Category	Evaluation Measure	General Measure Definition	Level 1: Screening		Level 2: Evaluation	
			Screening Measure Methodology	Screening Scoring Thresholds	Evaluation Measure Methodology	Evaluation Scoring Thresholds
Access	Pedestrian Safety	Does the concept improve pedestrian safety	Estimated level of potential of concept to improve pedestrian safety related to accessing transit and current pedestrian plans (qualitative)	0 - No potential to improve pedestrian safety 1 - Little potential to improve pedestrian safety 2 - May improve pedestrian safety and part of the Priority Investment Network (PIN) 3 - May improve pedestrian and transit rider safety near a RT 40 stop and part of the PIN	Concepts ability to improve pedestrian safety related to accessing transit supplemented with existing data from the BPSA, including evaluation of pedestrian crash history using existing data (quantitative)	0 - No potential to improve pedestrian safety 1 - Little potential to improve pedestrian safety 2 - May improve pedestrian safety and part of the Priority Investment Network (PIN) 3 - May improve pedestrian and transit rider safety near a RT 40 stop and part of the PIN
	Bicycle Safety	Does the concept improve bicyclist safety	Estimated level of potential of concept to improve bicycle safety related to accessing transit and current bicycle plans (qualitative)	0 - No potential to improve bicycle safety 1 - Little potential to improve bicycle safety 2 - May improve bicycle safety and part of the 2014 Bicycle Master Plan 3 - May improve bicycle and transit rider safety near a RT 40 stop and part of the BMP	Concepts ability to improve bicycle safety related to accessing transit outlined in BPSA, including evaluation of bicycle crash history (quantitative)	0 - No potential to improve bicycle safety 1 - Little potential to improve bicycle safety 2 - May improve bicycle safety and part of the 2014 Bicycle Master Plan 3 - May improve bicycle and transit rider safety near a RT 40 stop and part of the BMP
	Passenger Experience	Does the concept improve the passenger experience of riding transit; either the in-vehicle or boarding/alighting conditions	Potential to improve station amenities, boarding operations or vehicle travel speed that aid in the Route's speed and reliability (i.e. adequate bus zone length, off-board fare payment, real-time information, paving condition) (qualitative)	0 - No potential to improve the passenger experience 1 - Little potential to improve the passenger experience 2 - May have potential to improve the passenger experience 3 - Likely has potential to improve passenger experience	Potential to improve station amenities, boarding operations or vehicle travel speed that aid in the Route's speed and reliability (i.e. adequate bus zone length, off-board fare payment, real-time information, paving condition) (qualitative)	0 - No potential improvements to amenities, boarding operations, or vehicle travel speed and reliability 1 - Little potential improvements to amenities, boarding operations, or vehicle travel speed and reliability 2 - May have potential improvements to amenities, boarding operations, or vehicle travel speed and reliability 3 - Likely has potential for improvements to amenities, boarding operations, or vehicle travel speed and reliability
	Pedestrian Access	Does the concept improve pedestrian access quality to the bus stops	Potential of concept to improve pedestrian access based on the existing condition of sidewalks and crossings within a block of nearest stop (i.e. width/condition, ADA compliance, gaps) (qualitative)	0 - No potential to improve pedestrian access within a block of a transit stop 1 - Little potential to improve pedestrian access within a block of transit stop 2 - May have potential to improve pedestrian access within a block of transit stop 3 - Likely has potential to improve pedestrian access within a block of transit stop	Number of Pedestrian Access improvements within a block (approximately) of nearest stop (i.e. width/condition, gaps, ADA compliance – curb ramps or tactile pads) (quantitative)	0 - No pedestrian access improvements within a block of transit stop 1 - Addresses some sidewalk gaps, ADA non-compliance, or deficient conditions within a block of transit stop 2 – Provides connected sidewalk network within one block of transit stop, but non-ADA conditions are still present within one block. 3 - Likely has potential to provide a connected sidewalk network, including full ADA accessibility, within a block of transit stop
	Crossings Spacing	Does the concept reduce the distance between crossings to improve transit access	Potential to reduce distance between signalized, marked, or other enhanced crossings or reduce the number of crossings a passenger must make (qualitative)	0 - Will increase the distance between or the number of crossings required to access transit 1 - Will not change the distance between or the number of crossings required to access transit 2 - Will slightly reduce the distance between and the number of crossings required to access transit 3 - Will reduce the distance between or the number of crossings required to access transit	Change to the crossing spacing or number of crossings required to access a transit stop (quantitative)	0 - Crossing spacing adjacent to the transit stop and/or the number of crossings required is increased 1 - No improvement to crossing spacing adjacent to transit stop and/or the number of crossings required 2 - Crossing spacing adjacent to transit stop is improved to be less than 1/4 mile (1,320 ft) 3 - Crossing spacing adjacent to transit stop is improved to be less than 1/16 mi (330 ft) or the number of required crossings is reduced
	Bicycle Access	Does the concept improve bicyclist access to bus stops (within a block)	Concept improves or provides new bike facilities near a bus stop and supports the Bicycle Master Plan/Bicycle Implementation Plan (qualitative)	0 - Negatively affects existing or planned bicycle improvements as documented in the Bicycle Implementation Plan/Bicycle Master Plan 1 - Does not affect existing or planned bicycle improvements as documented in the Bicycle Implementation Plan/Bicycle Master Plan 2 - Compatible with the Bicycle Master Plan and improves existing facilities or provides new non-All Ages and Abilities facility 3 - Compatible with the Bicycle Master Plan and is included in the Bicycle Implementation Plan, and/or provides new All Ages and Abilities facility	Concept improves or provides new bike facilities near a bus stop and supports the Bicycle Master Plan/Bicycle Implementation Plan, supplemented with the increase in linear feet of bicycle facility within the corridor using the SDOT Complete Streets checklist (quantitative)	0 - Negatively affects existing or planned bicycle improvements as documented in the Bicycle Implementation Plan/Bicycle Master Plan 1 - Does not affect existing or planned bicycle improvements as documented in the Bicycle Master Plan 2 – Increases linear feet of existing facility near a transit stop and supports the Bicycle Master Plan 3 - Provides additional linear feet of a new facility near a transit stop and supports the Bicycle Master Plan and is included in the Bicycle Implementation Plan

Evaluation Category	Evaluation Measure	General Measure Definition	Level 1: Screening		Level 2: Evaluation	
			Screening Measure Methodology	Screening Scoring Thresholds	Evaluation Measure Methodology	Evaluation Scoring Thresholds
	Freight Access	Does the concept affect freight movement	Concept affects freight movement through the corridor	0 – Concept may negatively affect freight movement in the corridor 1 – Concept may not affect freight movement in the corridor 2 - Concept may only slightly improve freight movement in the corridor 3 – Concept may improve freight movement in the corridor	(Quantitative) Concept would affect a truck route, oversize/overweight route, or affect the ability of freight to move through the corridor	0 - Concept is not along a designated truck route or oversized/overweight route and would not impact freight movement. 1- Concept is along a designated truck route or oversize/overweight route and would negatively impact freight movement 2-Concept is along a designated truck route or oversize/overweight route but would not affect freight movement; 3-Concept is along a designated truck route or OS/OW route and would improve freight movement
Community	General Purpose Traffic	What is the impact of the concept on non-transit traffic	Potential of concept to impact general purpose traffic delay (qualitative)	0 - Potential for moderate to substantial increases to general purpose delays (i.e. remove traffic lanes) 1 - Potentially minor increases to general purpose delays (i.e. signal modifications) 2 - Potentially no increases to general purpose delays (i.e. signal modifications) 3 - Likely has potential to reduce general purpose delay	Impact on general purpose delays at congested (LOS D or worse) intersections for the affected area; compared to no-build conditions (quantitative)	0 - Over a 10% increase in intersection delay compared to the no build conditions. 1 - Between a 0% to 10% increase in intersection delay compared to the no-build conditions 2 - Delays not expected to change with the concept. Additionally, if intersection operates at LOS C or better the concepts impact is not impactful. 3 – Decrease in intersection delay compared to the no-build conditions
	Community Support	Is the concept supported by the community	The community's (residents/businesses) support for the concept (qualitative)	0 - Most of the community is likely to have concerns 1 - Most of the community would have a neutral opinion 2 - Some of the community would support 3 - Most of the community would support	The community's (residents/businesses) support for the concept (qualitative)	0 - Most of the community is likely to have concerns 1 - Most of the community would have a neutral opinion 2 - Some of the community would support 3 - Most of the community would support
	Equity	Does the concept improve transit for key demographic groups	Concept located within a high concentration of a Racial and Social Equity Index area (qualitative)	1 - Occurs within a RSEI area with a low concentration 2 - Occurs within a RSEI with a medium concentration 3 - Occurs inside RSEU with a high concentration	Average Racial and Social Equity Index score within an 1/8 of a mile of the proposed concept (quantitative)	1 - Occurs in the Lowest or Second Lowest Disadvantaged area in the RSEI Index 2 - Occurs within the Middle or Second Highest Disadvantage area in the RSEI Index 3 - Occurs within the Highest Disadvantage area in the RSEI Index
	On-Street Parking Impacts	Does the concept impact parking (e.g. removal, changes to time restrictions, etc.)	Potential of concept to impact on-street parking (qualitative)	0 - More than 10 on-street parking spaces and/or including loading zones removed 1 - Between 0 to 10 on-street parking spaces and/or including loading zones removed 2 - Less than 10 on-street parking spaces removed, no loading zones impacted 3 - No impact expected to on-street parking spaces	Number of parking spaces likely removed due to the concept (quantitative)	0 - More than 10 on-street parking spaces and/or including loading zones removed 1 - Between 0 to 10 spaces removed, including commercial or passenger load zones 2 - Fewer than 10 parking spaces removed, including commercial or passenger load zones 3 - No parking spaces removed
Implementation	Risk/Schedule	Can the concept be completed within the Move Seattle timeframe of opening by year 2023	Likeliness of concept to be completed within the Move Seattle timeframe (qualitative)	0 - Concept unlikely to be completed by 2023 1 - Concept likely to be completed in 2023 2 - Concept likely to be completed in 2022 3 - Concept likely to be completed in 2021 or earlier	General timeframe for implementation of improvement (quantitative)	0 - Over 3 years 1 – 2-3 years 2 – 1- 2 years 3 – Less than 12 months

Evaluation Category	Evaluation Measure	General Measure Definition	Level 1: Screening		Level 2: Evaluation	
			Screening Measure Methodology	Screening Scoring Thresholds	Evaluation Measure Methodology	Evaluation Scoring Thresholds
	Cost/Funding	The concept's conceptual cost and percentage of the project budget required to implemented	Relative construction cost of the concept compared to other concepts (qualitative)	1 - Cost is expected to be in the upper third of concept costs 2 - Cost is expected to be in the middle third of concept costs 3 - Cost is expected to be in the lower third of concept costs	The concepts conceptual cost estimate compared to the project budget (quantitative)	1 - Cost 50% or greater of the project budget 2 - Cost between 20-50% of the project budget 3 - Cost less than 20% of the project budget