



CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

From: Daryl Grigsby, Public Works Director
Ray Steiger, P.E., Capital Projects Manager

Date: October 13, 2008

Subject: School Walk Route Status report and correspondence

RECOMMENDATION:

It is recommended that the City Council review the information provided regarding the status of School Walk Route completion within Kirkland, and authorize the Mayor to sign the attached letter to those providing feedback on the update of the City's non-motorized transportation plan.

BACKGROUND AND DISCUSSION:

Over the last few weeks, written correspondence has been received by the City in response to the 2008 update of the Non-motorized Transportation Plan. Currently, Staff and the Transportation Commission are holding a number of open houses and surveying the community for the NMTP update and soliciting feedback. School Walk Route support remains high in the Community, and the feedback emphasizes that the City should continue the current focus of improving elementary walk routes. At their October 7, 2008 meeting, Council asked staff to return with information regarding the status of the elementary school walk routes in the City.

The Lake Washington School District is required to identify suggested school walk routes within a one mile radius of all public elementary schools, and maps of these routes are distributed to parents and children of the respective school each fall. The City in cooperation with the LWSD now maps the routes in order to coordinate sidewalk improvement projects (Attachment B). The LWSD does not provide funding for the improvements; that responsibility is left to the local municipality. Kirkland has developed a prioritization process to address the many competing projects within the City, and School Walk Routes receive an increased priority. A chronologic summary of the development of the City's prioritization process is included as Attachment A, however a narrative follows.

In 1995, the Council adopted a set of 'ad-hoc' criteria which were developed by a citizen advisory committee for evaluating and prioritizing transportation projects. These ad-hoc criteria, also known as the Transportation Project Evaluation, were then used in the City's Capital Improvement Program for two years to prioritize all of the proposed transportation projects. After two full CIP prioritization processes, the Council reconvened the original committee to ascertain whether or not the resulting CIP projects reflected the desired outcome of the committee. After looking at the projects that were being funded in the CIP, the committee concluded that the projects did not provide enough recognition for a SWR. As a result, the committee recommended, and the Council approved, a modification to the criteria in May of 1998; the criteria would give additional points to sidewalk project proposals on identified SWR's.

These modifications were included in the Transportation Project Evaluation process and are used by staff to rate non-motorized projects for placement on the priority list and ultimately in the CIP. In addition, the Transportation Project Evaluation was included in the City of Kirkland's Non-Motorized Plan adopted in 2001 by the City Council and remains the City's published criteria (Attachment E).

In further support of the City's commitment to providing projects along SWR, in October of 2000 the Council created a School Walk Route Committee including residents, parents, the School District and others. In May of 2002 after numerous meetings, discussions, open houses and interaction with the various schools, the Council approved their recommendations. These recommendations included:

- Build \$1 M worth of "priority" SWR projects identified by each school
- Allow other identified SWR's to compete in the CIP process using the rating process *(described earlier)*
- Explore possibility of a Sidewalk Bond
- Collect on concomitant agreements

The priority SWR projects were constructed at each of seven elementary schools by the Fall of 2002, and other routes continue to be evaluated in the CIP process using the Transportation Project Evaluation criteria. The Sidewalk Bond was not undertaken after further study, and the concomitant process was modified.

Including the priority improvements that were undertaken in 2002, approximately \$2.2 M has been invested in improvements along school walk routes over the last few years. Total sidewalk and other non-motorized improvements (bike lanes, pathways, and other significant improvements) between 2002 and October of 2008 are nearly \$7 M (approximately \$1M per year); school walk route improvements constitute over 30% of those investments as summarized below in Table 1.

Between the time that the inventory of school walk routes that was done in preparation for the School Walk Route Advisory committee in 2001 and today, significant progress is being made in completing the walk routes around schools (Attachment C). Future funding and planned projects will continue to work toward completion of the walk routes (Attachment D).

Currently staff and the City's Transportation Commission are working through an update of the City's Non-Motorized Transportation plan (this is the first update since 2001). The updated NMT Plan will provide the framework for the next few years of the non-motorized network in the City of Kirkland. During the community outreach and update of the NMT Plan, staff and the Commission are looking at the prioritization of non-motorized improvements and are examining other approaches/evaluation criteria to consider. Other approaches, and or evaluation criteria, being looked at during this update process are being introduced at various open houses, on the City's web-site, and at the Transportation Commission meetings. Feedback and input received from the community is being considered in the final decision on the prioritization process.

The response letter attached is being sent to those that have provided input on the prioritization.

Attachments:

- A. Genesis of non-motorized project prioritization criteria
- B. Identified school walk routes in Kirkland
- C. Status of completion of walk routes (2001 & 2008)
- D. Current non-motorized prioritization ranking
- E. Transportation Project Evaluation criteria
- F. Feedback from community
- G. Draft response letter from Mayor

2002-2008 Non-motorized CIP project expenditures

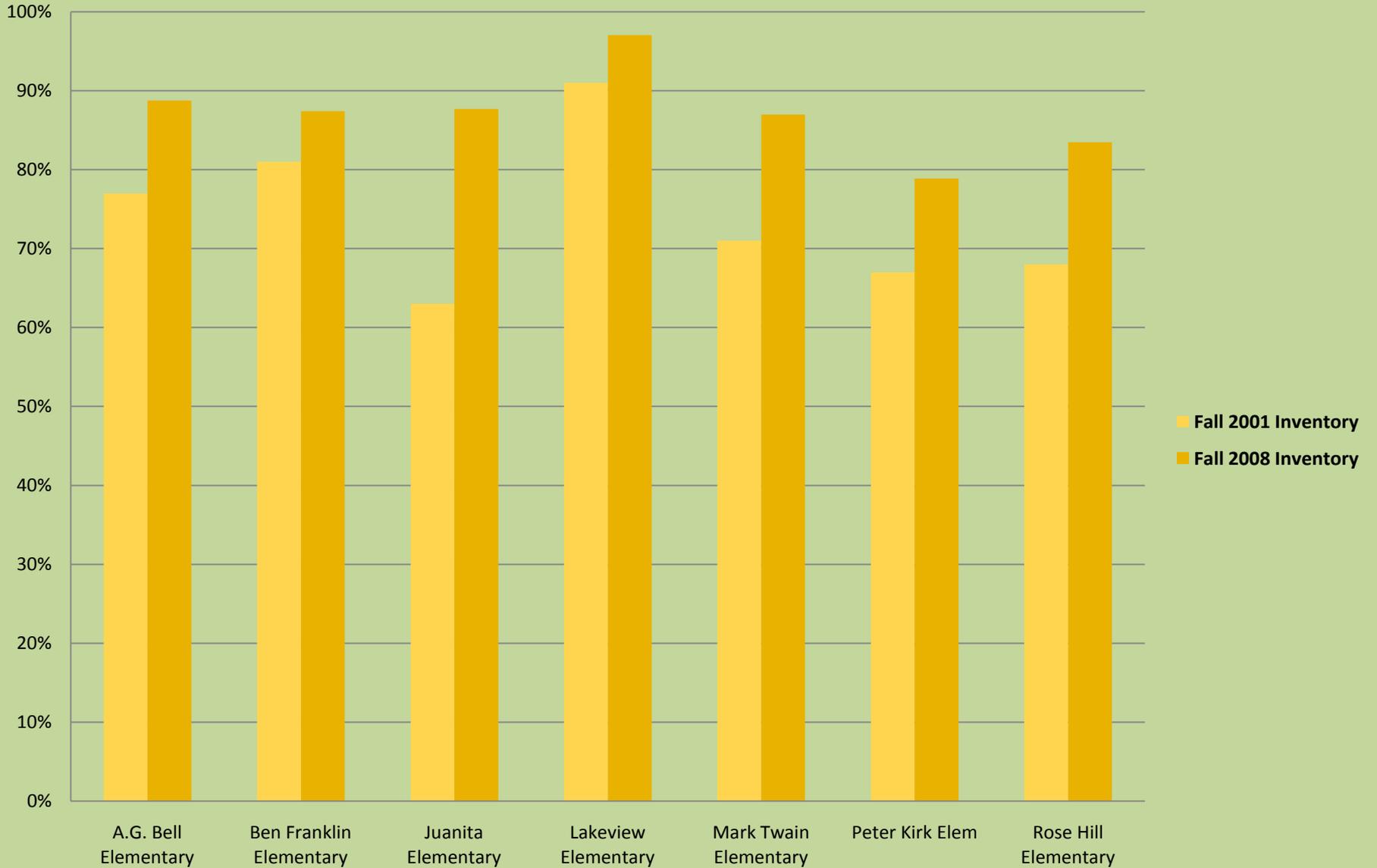
Non-motorized Project Description	walk route		
NE 95th St Sidewalk	Y	\$	458,000
School Walk Routes	Y	\$	914,000
13th Ave Sidewalk	Y	\$	191,000
116th Ave NE Non-motorized Facilities (Highlands)	Y	\$	96,000
112th Ave NE asphalt pathway	Y	\$	36,000
73rd Ave NE Low Impact Development project	Y	\$	108,000
NE 85th St/128th Ave NE Signal	Y	\$	429,000
		\$	2,232,000
			32%
116th Ave Non-motorized (south of 60th)		\$	24,000
Kirkland Ave Sidewalk		\$	481,000
Bike/Ped Overpass - NE 100th Street @ I-405		\$	1,789,000
Market Street/State Street bikelanes		\$	3,000
8th St S/9th Ave S Sidewalk		\$	145,000
116 Ave NE Non-Motorized Facilities (Bridle Trails)		\$	1,295,000
Rose Hill Business District Sidewalks		\$	932,000
122nd Low Impact Development		\$	1,000
100th Ave/99th Pl NE sidewalk		\$	53,000
Park Lane Corridor Enhancements		\$	2,000
		\$	4,725,000
			68%
		\$	6,957,000

Table 1 – CIP nonmotorized production

- **Mar 1995** – Council adopts “ad-hoc” criteria (aka Transportation Project Evaluation) developed by Ad-Hoc Committee
- **May 1998** – Council modifies criteria to give higher priority to School Walk Routes
- **Oct 2000** – Council creates school walk route group, should we focus on ¼?, use \$1 M of CIP funding
- **Feb 2001** – First meeting of All 7 elementary + others; type of material, consensus process, bond feasible?
- **May 2002** – SWRC recommendations (Council approved):
 - 1) “quick strike” projects at \$1M,
 - 2) keep priority of others through “ad-hoc”,
 - 3) bond if needed,
 - 4) collect concomitants
- **Nov 2002** – completed construction of quick strikes at all seven schools, others added to the CIP
- **Jun 2004** – Sidewalk Bond Exploratory Committee convened
- **Jul 2005** – Based on Community feedback, four tiers developed:
 - 1) Elementary school routes (\$6M) (*highest priority*)
 - 2) One side of arterials (+ \$2M)
 - 3) Neighborhoods (+ \$7M)
 - 4) Maintenance levy (+ \$200K)
- **Aug 2006** – Council approved SBEC recommendation to wait on bond at that time
- **Feb 2007** – Transportation Commission begins update of the NMTP per work plan
- **Jun 2007** – Community surveys sent for pedestrian and bike comments/priorities
- **Sep 2007** – Based on survey feedback & mapping, the draft criteria are discussed with the TC
- **Feb 2008** – TC reviews refined criteria/prioritization results and mapping
- **Mar 2008** – Council reading file on the draft prioritization for the 2008 NMTP
- **May 2008** – Non-motorized projects are prioritized using “ad-hoc” criteria for the 2009-2014 CIP
- **Jun 2008** – Community open house held to review the draft prioritization criteria
- **Aug 2008** – 2009-2014 CIP Study Session
- **Sep 2008** – Draft results of NMTP prioritization posted on Kirkland website for public comment

Inventory of Kirkland School Walk Routes

(percent completion of at least one side of identified routes)



2007 Non-Capacity Evaluation Summary

2008 RANK	TYPE	CIP #	ID # SCHOOL	CIP START YEAR	PROJECT	FROM AND TO	SCHOOL ROUTE	TOTAL EST	SCORE	SCORE	SCORE	SCORE
								2007 \$	2007	2005	2003	2001
	PREVIOUSLY STARTED PROJECTS	NM-0012		odd years	Crosswalk upgrade program	City-wide		\$ 70,000				
		NM-0057		annual	Annual Sidewalk Maintenance Program	City-wide		\$ 200,000				
		NM-0042		2004	116th Ave NE Non-motorized (north)	NE 60th St to NE 70th St		\$ 1,425,000				
		NM-0051		2004	Rose Hill Business District Sidewalks	I - 405 to 132nd Ave NE		\$ 3,500,000			55.95	55.95
		NM-0008		2004	124th Ave NE	NE 80th St to NE 85th St		w/ above	58.85	55.05	56.55	58.05
		NM-0001		2007	116th Ave NE Non-motorized (south) - PH II	Bellevue to NE 60th St		\$ 5,900,000		65.20	70.20	70.20
		NM-0044	PK 9	2007	116th Ave NE (Highlands)	NE 94th St to NE 100th St	X	\$ 641,000		57.45	62.45	55.35*
		NM-0052	RH 3a	2007	NE 73rd St SW	130th Ave to 132nd Ave	X	\$ 490,000		59.35	59.35	50.35*
				will be constructed in by WSDOT (2007)		NE 116th St (north side)	120th to Slater Ave			52.75	52.75	57.85
		NM-0055		asphalt path constructed (2006)		122nd Ave NE	NE 70th to NE 80th		\$ 1,489,000		56.35	51.55
1	Bicycle	NM-0024		unfunded	Cross-Kirkland Trail	S to N City Limits along BNSFR		\$ 5,000,000	71.75	68.75	68.75	68.75
2	Sidewalk	NM-0031		unfunded	Crestwood Park/BNSFR	Crestwoods Park to 111th Ave NE		\$ 2,563,000	67.25	55.75	60.75	61.75
3	Sidewalk	NM-0030		unfunded	NE 90th St Over Pass	116th Ave to Costco		\$ 2,768,000	65.65	65.65	65.65	65.65
4	Intersection	TR-0067		unfunded	Kirkland Ave RR Bridge Abut/Widen	Ped safety element (see also NM project)		\$ 1,360,000	62.90	60.65	60.65	60.65
5	Sidewalk	NM-0041		unfunded	Forbes Valley pedestrian facility	Crestwoods Park to Juanita Bay		\$ 1,713,000	61.05	58.05	58.05	59.05
6	Sidewalk	NM-0059		candidate	6th St Sidewalk (east side)	1st Ave S to Kirkland Way		\$ 414,000	59.25	60.15		
7	Sidewalk	NM-0043		candidate	NE 126th St non-motorized	120th Ave NE - NE 126th Pl		\$ 4,274,000	58.95	55.65	68.25	68.25
8	Bicycle	NM-0036		candidate	NE 100th St Bike Ln	124th Ave to 132nd Ave		\$ 1,006,000	58.25	57.35	60.35	59.60
9	Sidewalk	NM-0054	PK 10	candidate	13th Ave	3rd St to 4th St	X	\$ 447,000	58.20	58.20	56.50	56.20
10	Sidewalk	NM-0063		unfunded	Kirkland Way	8th St S to Ohde (see also TR-0067)		\$ 415,000	58.00	52.80	52.80	52.80
11	Sidewalk	NM-0032		candidate	93rd Ave NE SW	Juanita Drive to NE 124th St		\$ 502,000	57.65	55.55	60.55	60.55
12	Sidewalk	NM-0050	RH 2	candidate	NE 80th St (south side)	125th Lane NE to 13nd Ave NE	X	\$ 660,000	57.55	52.55	57.55	57.55
13	Sidewalk	NM-0053		candidate	NE 112th St (north side)	120th Ave to 117th Ave		\$ 492,000	57.45	58.45	58.45	55.45
14	Sidewalk	NM-0046		candidate	18th Ave W.	Market St to Rose Point		\$ 1,936,000	56.95	53.25	60.25	52.10
15	Sidewalk	NM-0049		candidate	112th Ave (II)	NE 87th St to approx NE 90th St		\$ 528,000	56.95	56.95	51.95	52.95
16	Sidewalk	NM-0047		completed	116 Ave NE (east side)	NE 70 - NE 75 St		\$ 259,000	56.95	54.45	59.45	54.45
17	Sidewalk	NM-0034	PK 6	2009	NE 100th St at Spinney Homestead	111th Ave NE to 116th Ave NE	X	\$ 244,000		56.90	61.90	58.00
18	Sidewalk	NM-0060		2008	100th Ave NE	NE 112th - 116th		\$ 464,000	56.80	42.05	42.05	
19	Pathway	NM-0061	MT 3	unfunded	NE 104th St (south side)	132nd Ave NE to existing imps at west	X	\$ 1,763,000	56.65	49.15	49.15	44.95
20	Sidewalk	NM-0062		unfunded	19th Ave (south side)	Market St to 4th St		\$ 1,325,000	56.35	50.35	55.35	52.25
21	Bicycle				NE 87th St Bike Ln	6th Ave to 116th Ave NE		\$ 672,000	55.55	57.55	56.65	56.65
22	Sidewalk				6 St S (west side)	68 St to BNSFR		\$ 860,000	55.50	50.90	50.90	48.40
23	Sidewalk	NM-0045	PK 8	unfunded	NE 95th St (south side)	116th Ave NE to 112th Ave NE	X	\$ 424,000	55.00	55.00	62.00	59.90
24	Sidewalk				NE 118th St	Costco - 120th Ave NE		\$ 225,000	54.65	52.85	52.85	
25	Sidewalk	NM-0066	PK 5	2010	12th Avenue (south side)	BNSFR to 6th Street	X	\$ 648,000	54.25	51.75	56.75	51.05
26	Bicycle				100th Ave NE Bike Ln	NE 116th St to 98th Ave NE		--	54.25	54.25	54.25	55.75
27	Sidewalk	NM-0048	BF 4a	unfunded	NE 60th St (north side)	116th Ave to 132nd Ave + Bike LN	X	\$ 4,274,000	53.15	53.15	61.15	61.15
28	Sidewalk	NM-0026		unfunded	NE 90th St (Phase II)	120th Ave to 132nd Ave		\$ 753,000	52.45	50.45	55.45	55.45
29	Sidewalk		PK 6		6th St	13th Ave - 15th Ave			52.10	50.00	50.00	
30	Sidewalk		AGB 2		108th Ave NE	NE 116th St to NE 112th St	X		51.95	49.55	54.55	54.55
31	Sidewalk	NM-0037	MT 4	unfunded	130 Ave NE	NE 95 St - NE 100 St	X	\$ 313,000	51.95	53.25	58.25	59.25*
32	Sidewalk		J2		94th Ave/NE 128th St	124th - 128th	X		51.70	49.20	49.20	45.00
33	Sidewalk	NM-0056		unfunded	NE 90th St (Phase I)	124th Ave to 128th Ave		\$ 722,000	51.55	53.55	58.55	54.25*
34	Sidewalk				Kiwanis Park Connect (west side)	10th St W - Rose Point LN			51.35	51.35	51.35	49.85
35	Sidewalk				NE 120 St	from 93 Ave NE - 97 Ave NE			50.65	47.45	47.45	47.45
36	Sidewalk				Waverly Way (west side)	Market St to Waverly Beach			49.25	47.55	49.55	43.35
37	Sidewalk				Kirkland Ave. (south side)	Salvation Army bldg to 6th St S			48.65	49.05	49.05	49.05
38	Sidewalk		LV 2		103rd Ave	NE 64th St to NE 68th St	X		48.60	47.50	47.50	47.50
39	Sidewalk		MT 6		126th Ave NE	NE 85th St to NE 95th St	X		48.15	47.55	43.75	43.75*
40	Sidewalk				15th Ave	2nd - 3rd St			48.15	48.18	48.15	
41	Sidewalk	NM-0064		2008	Park Lane Phase I	Lake St - Main St		\$ 400,000	47.35	29.65	29.65	
42	Sidewalk				NE 60th St Sidewalk (south side)	116th Ave NE to 132nd Ave NE			46.55	43.45		
43	Sidewalk				4th St	13th Ave - 15th Ave			46.40	45.40	45.40	
44	Sidewalk	NM-0007		unfunded	NE 52nd St	Approx 106th to/over BNSFR XING		\$ 746,000	45.55	41.65	41.65	58.75
45	Sidewalk		PK 11		111th Ave NE	NE 104th St to NE 100th St			45.55	42.45	48.45	43.85
46	Sidewalk				98th Ave NE	Causway - Juanita Drive			44.95	47.95	47.95	
47	Sidewalk				120th Ave NE (west side)	NE 118th south to existing SW			43.85	43.85	43.85	
48	Sidewalk				106th Ave NE (east side)	N of 60th - NE 65th Pl			42.95	37.15	37.15	
49	Sidewalk				97th Ave NE	Juanita Drive to NE 120th St			42.95	42.25	42.25	
50	Sidewalk				3rd St	18th - 19th Ave			42.85	42.85	42.85	
51	Sidewalk				NE 112th St	132nd Ave NE to existing imps at west			42.80	40.10	40.10	40.10
52	Sidewalk				16th Ave W	Market St to 10th St W			42.45	42.45	47.45	40.45
53	Sidewalk				13th Ave W (south side)	Market - 6th St			41.95	44.45	49.45	
54	Pathway				130th Ave NE	NE 108 St - NE 109 St			39.75	37.05	40.05	40.05
55	Sidewalk	NM-0064		unfunded	Park Lane Phase II	Main St - 3rd St			37.85	29.65	29.65	
56	Sidewalk				NE 113th St (north side)	128th - 132nd Ave NE			36.55	35.20	35.20	
57	Sidewalk				128th Lane NE	at BNSF Railroad Crossing			35.95			
58	Pathway				116th Ave NE Trail/Stair Replacement	North of NE 107th Pl to BNSF RR Xing			31.75			

LEGEND:

NM-00XX	CIP number
	funded in preliminary CIP document (2009-2011)
	"candidate" project (2012 through 2014)



**CITY OF KIRKLAND
TRANSPORTATION PROJECT EVALUATION FORM**

PROJECT INFORMATION

Project: _____

Limits: _____

Description: _____

Proposed By: _____ Date: _____

Rated By: _____ Date: _____

INITIAL PROJECT SCREENING

Does the project conflict with any specific policy provisions of the Comprehensive Plan?

- Yes: project eliminated from consideration
- No: project ranked using following criteria

PROJECT VALUES

	<u>POSSIBLE</u>	<u>THIS PROJECT</u>
• FISCAL	20	
• PLAN CONSISTENCY	10	
• NEIGHBORHOOD INTEGRITY	15	
• TRANSPORTATION CONNECTIONS	15	
• MULTIMODAL (NON-SOV)	20	
• SAFETY	20	
TOTAL	<hr style="width: 50%; margin: 0 auto;"/> 100 <hr style="width: 50%; margin: 0 auto;"/>	<hr style="width: 50%; margin: 0 auto;"/>

(Note to Rater: Please address all of the following questions recording any assumptions or comments in the margin adjacent to the question. Record scores for each question and transfer each value total to this cover sheet.)

FISCAL

_____ (50) 1. What is the City's ability to leverage funds from all non-City sources (i.e. grants, private funds)?

(a)	x	(b)
<u>Chance to leverage</u>		<u>Amount leveraged</u>
0%	0	0-25% 1
1-25%	1	26-49% 2
26-50%	2	50-74% 3
51-75%	3	75-100% 4
76-100%	4	

(Rater: Multiply (a) x (b) = leverage factor (LF))

<u>LF</u>	<u>SCORE</u>
0-1	0
2-3	15
4-6	25
7-11	35
12-16	50

_____ (30) 2. How does the project unit construction cost deviate from standard unit construction cost? (Compare like projects: i.e. paths to paths, and not paths to sidewalks.)

>25% Greater than standard unit costs	0
0-25% Greater than standard unit costs	15
Less than standard unit costs	30

_____ (10) 3. How will the maintenance costs for conceptual design of project compare with the maintenance costs for a standard project design? (Standard project design is defined as the current requirements as set forth in the street standards.)

Greater than standard maintenance cost	0
Standard maintenance cost	5
Reduce costs of existing infrastructure or less than standard maintenance cost	10

FISCAL VALUES (Continued)

<u> </u>	(10)	4.	How will the conceptual design of the project affect existing maintenance needs?	
			Greater than existing	0
			Same	5
			Less than existing	10

 VALUE SCORE
(100 max)

 x .20 VALUE WEIGHT

 VALUE TOTAL

PLAN CONSISTENCY

_____ (50) 1. Is the project generally consistent with or generated from adopted regional plans, such as Eastside Transportation Plan, King County Transit Six- Year Plan?

No	0
Project is not inconsistent	25
Project is generated from a regional plan	50

_____ (50) 2. Is the project identified by the 20 year project list in the Capital Facilities Element of Kirkland's Comprehensive Plan or the Non-Motorized Transportation Plan (NMTP)?

Project is not in either plan	0
Project is identified as a priority 2 route in the NMTP	25
Project is in the Comprehensive Plan, listed as a priority 1 route in the NMTP or is an approved school safe walk route.	50

_____ VALUE SCORE
(100 max)

x .10 VALUE WEIGHT

===== VALUE TOTAL

NEIGHBORHOOD INTEGRITY

_____ (40)	1.	Does the project have public support?	
		Clearly opposed by the public	0
		Support/opposition of the public unknown or balanced	20
		Clearly supported by the public (i.e. Neighborhood Association, PTA letter)	40
_____ (20)	2.	Is the project generally consistent with the neighborhood in regards to street widths, landscaping, and appropriate buffers?	
		No	0
		Neutral	5
		Yes	15
		Yes & superior design	20
_____ (20)	3.	How will the project impact through traffic on neighborhood access/collector streets?	
		Will significantly divert traffic onto neighborhood access/collector streets	0
		Will have minimal impact on neighborhood access/ collector streets	10
		Will divert traffic away from neighborhood access/ collector streets	20
_____ (20)	4.	Is the project identified in a neighborhood plan or does the project support the goals of the neighborhood plan?	
		Does not support goals or conflicts	0
		No impact on goals of the plan	10
		Identified in the plan or supports the goals of the plan	20

(100 max)

VALUE SCORE

x .15

VALUE WEIGHT

VALUE TOTAL

TRANSPORTATION CONNECTIONS

_____ (28) 1. Does the project provide a missing segment of an existing incomplete transportation network which is specifically identified in the Comprehensive Plan, the Non-Motorized Transportation Plan or is an approved school safe walk route?

No 0

Pedestrian Network

Yes for a priority 2 network or a school safe walk route on a local street 14

Yes for a priority 1 network or a school safe walk route on a collector or arterial 28

Bicycle Network

Yes for a priority 2 network 14

Yes for a priority 1 network 28

Transit/HOV Network

Yes for a moderate improvement 14

Yes for a substantial improvement 28

Road Network

Yes for a moderate improvement 14

Yes for a substantial improvement 28

_____ (72) 2. Does the project improve pedestrian, bicycle, transit/HOV or road connections near activity centers?

(72) Pedestrian:

Activity Centers	Project Within 1/4 Mile of a Center		Project Within 1/2 Mile of a Center	
School	18 points		12 points	
Community Facility ⁽¹⁾	12 points		6 points	
Business District ⁽²⁾	12 points		6 points	
Transit/HOV Facility	Facility 12	Route 6	Facility 6	Route 3
Regional Center ⁽³⁾	6 points		3 points	
Improves a Connection within a Business District			12 points	

TRANSPORTATION CONNECTIONS (Continued)

(72) Bicycle:

Activity Centers	Project Within 1/2 Mile of a Center		Project Within 1 Mile of a Center	
School	18 points		12 points	
Community Facility ⁽¹⁾	12 points		6 points	
Business District ⁽²⁾	12 points		6 points	
Transit/HOV Facility	Facility 12	Route 6	Facility 6	Route 3
Regional Center ⁽³⁾	6 points		3 points	
Improves a Connection within a Business District				
			12 points	

(72) Transit/ HOV:

Activity Centers	Project Within 1/4 Mile of a Center		Project Within 1/2 Mile of a Center	
School	18 points		12 points	
Community Facility ⁽¹⁾	12 points		6 points	
Business District ⁽²⁾	12 points		6 points	
Transit/HOV Facility	Facility 12	Route 6	Facility 6	Route 3
Regional Center ⁽³⁾	6 points		3 points	
Improves a Connection within a Business District				
			12 points	

Footnotes:

- (1) Community Facility includes parks, libraries, hospitals, fire stations, city hall, community centers, the Boys and Girls club and similar facilities.
- (2) Business District includes commercial or employment centers.
- (3) Regional Center includes Totem Lake area and Downtown Kirkland.

(72) Roads:

Connects To	Connects From		
	Arterial Street	Collector Street	Local Access Street
Arterial Street	72 points	72 points	0 points
Collector Street	72 points	72 points	36 points
Local Access Street	0 points	36 points	72 points

For multi-modal projects, the project will receive the same number of points as the highest rated mode.

TRANSPORTATION CONNECTIONS (Continued)

(72) Signals:

Warrants	<75%	>75%	Meets
1. Minimum Volume	0	6	12
2. Interruption	0	6	12
3. Ped Volume	0	6	12
9. Four Hour Volume	0	6	12
10. Peak Hour Delay	0	6	12
11. Peak Hour Volume	0	6	12

 VALUE SCORE
(100 max)

x .15 VALUE WEIGHT

 VALUE TOTAL

MULTIMODAL (NON-SOV)

<u> </u>	(45)	1.	Does the project provide non-SOV modes to the existing facility that currently do not exist?		
			Adds transit/HOV mode		15
			Adds bicycle mode		15
			Adds pedestrian mode		15
<u> </u>	(30)	2.	Will the project impact the effectiveness of any existing non-SOV modes (minimum standard)?		
			Denigrates existing non-SOV mode(s)	0	
			No impact		15
			Improves existing non-SOV mode(s)		30
<u> </u>	(25)	3.	Does the project add one or more non-SOV modes to an existing regional corridor/facility or provide a new regional corridor/facility?		
			Pedestrian		5
			Bike - one way	5	
			Bike - two way	10	
			Transit		10

 VALUE SCORE
(100 max)

 x .20 VALUE WEIGHT

 VALUE TOTAL

SAFETY

_____ (10)	1.	Does the conceptualized design of the project meet generally accepted practices?	
		No	0
		Yes	10
_____ (25)	2.	What are the existing conditions for each mode of the project?	
_____ (25)	<u>Bicycle:</u>		
		Traffic volume is low, wide vehicular lanes	0
		Traffic volume is moderate, wide vehicular lanes which will allow cars to pass	5
		Traffic volume is high, wide vehicular lanes which will allow cars to pass	10
		Pavement is narrow, moderate volume of traffic	15
		Pavement is narrow, high volume of traffic	20
		Pavement is too narrow, to provide bicycle lane, traffic and parking demand are heavy	25
_____ (25)	<u>Pedestrian</u>		
_____ (25)	Pathway:		
		High parking demand on shoulder, low traffic volume, sidewalk/pathway currently available on one side	0
		High parking demand on shoulder, high traffic volume, sidewalk pathway available on one side	5
		Moderate parking demand on shoulder, low traffic volume, no existing sidewalk/pathway available	10
		Low parking demand on shoulder, high traffic volume, low turning movements, no existing sidewalk/pathway	15
		Low parking demand on shoulder, high traffic volume, high turning movements, no existing facilities	20
		Ability to prohibit or no parking demand on shoulder, high traffic volume/turning movements, no existing facilities	25
_____ (25)	Sidewalk:		
		Sidewalk separated pathway available, low traffic volume	0
		Wide paved shoulder or pathway both sides, low traffic volume	5
		Wide gravel/dirt shoulder four to eight feet wide one	

side, moderate traffic volume

10

SAFETY (Continued)

Sidewalk: (Continued)

Paved shoulder one to four feet wide present both sides, moderate traffic volume	15
No shoulder present on one side (must walk in vehicle lane), one to four feet other side, high traffic volume	20
No shoulder either side (must walk in vehicle lane), high traffic volume	25

_____ (25) **Crosswalk:**

Low pedestrian/traffic volume	0
Moderate pedestrian/traffic volume	10
Vulnerable population in proximity, moderate pedestrian/traffic volume	20
Vulnerable population in proximity, high pedestrian/traffic volume; high number of ped. accidents	25

_____ (25) **Roadway:** *(Note: Rater can substitute documented accidents along proposed project for relative ranking in this category).*

Roadway meets design standards (site distance, curves, travel lane widths, shoulders, etc.); saturated development (95 to 100% developed) feeding roadway	0
Roadway meets design standards; surrounding property mostly developed (50 to 95% developed)	5
Certain areas of the roadway below design standards, surrounding property mostly developed	10
Overall roadway is below design standards; surrounding property has significant undeveloped parcels with developable property (25 to 50% developed)	15
Certain areas of the roadway are potentially hazardous and substandard; surrounding property has significant undeveloped parcels	20
Overall roadway is potentially hazardous and substandard; high current or anticipated development (0 to 25% developed) will feed roadway	25

SAFETY (Continued)

_____ (25) Traffic Signal:

Accident Rate for Intersection

Not rated	0
0.25 accidents - 0.75 accidents/MEV	5
0.75-1.0 accidents/MEV	10
1.0 - 1.5 accidents/MEV	15
1.5 - 2.0 accidents/MEV	20
Greater than 2 accidents/MEV	25

_____ (25) Transit/HOV:

Not on an existing transit route, low need	0
Identified Transit route, high pedestrian/traffic volumes	25

_____ (15) 3. What is the degree of improvement proposed by the project compared to the existing condition(s). To determine, *After condition - Before condition = Number of points*; calculate total for all proposed project modes.

_____ (15) Bicycle:

No bike facilities available	0
Class III - no dedicated lane, but widened shoulder	5
Class II - on street, striped bike lane (5 feet wide)	10
Class I - separated trail	15

_____ (15) Pedestrian:

No pedestrian facilities available	0
Gravel shoulder (4 foot minimum)	5
Paved shoulder (4 foot minimum)	10
Sidewalk	12
Separated Trail	15

_____ (15) Crosswalk:

Unmarked crossing	0
Illuminated crossing/median island and warning signs	5
Traffic signal	10
Grade separation (under/overpass)	15

_____ (15) Roadway:

No existing roadway	0
Gravel/dirt roadway; no storm drainage	5
Existing paved roadway	10
Minimum roadway per zoning code	15

SAFETY (Continued)

- _____ (15) Traffic Signal:
- Stop sign controlled 0
 - No separate turn phases 5
 - Protected/permissive turns 10
 - Protected turns only 15
- _____ (15) Transit/HOV:
- No transit facilities available 0
 - Increases safety for transit 15

_____ (10) 4. Does the proposed project maintain or enhance the safety of the following modes?

	Positive impact enhances (2.5) (1)	No impact neutral (0)	Negative Impact inhibits/reduces	Total
Bicycle	_____	_____	_____	_____
Pedestrian	_____	_____	_____	_____
Vehicular	_____	_____	_____	_____
Transit/HOV	_____	_____	_____	_____

_____ (25) 5. Does the proposed project provide access for a vulnerable population (i.e. park, elementary school, mobility challenged, wheelchairs, retirement homes, hospital, Boys & Girls Club, Senior Center)?

- No surrounding facilities will access 0
- Facility within 8 to 15 blocks (1/2 to 1 mile) 5
- Facility within 4 to 8 blocks (1/4 to 1/2 mile) 10
- Facility within 4 blocks (1/4 mile) 15
- One facility accessed directly 20
- More than one facility accessed directly 25

_____ (15) 6. Does the proposed project maintain or enhance the emergency vehicle network?

- Inhibits/reduces 0
- Maintains or neutral 8
- Enhances 15

SAFETY (Continued)

<u> </u>	VALUE SCORE
(100 max)	
<u> x .20 </u>	VALUE WEIGHT
<u> </u>	VALUE TOTAL

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From: Jeff Trager [mailto:jtrager@comcast.net]

Sent: Sunday, September 21, 2008 2:14 PM

To: David Godfrey

Cc: KirklandCouncil

Subject: Sidewalks for school walk routes

I recently learned that the city staff has dropped School Walk Routes within ¼ mile of elementary schools in Kirkland as the top priority for sidewalks. This comes as a great shock and surprise because I know that residents and City Council have expressed again and again that School Walk Routes are the number one priority for sidewalks in Kirkland. A study commissioned by the city reported that survey participants agreed overwhelmingly that sidewalks around schools are the most important.

I want to express my support for reinstating the School Walk Routes within ¼ mile of elementary schools, as identified by the School Walk Route Advisory Committee, as the top priority for sidewalks in the City of Kirkland. We need to protect these most vulnerable residents of our city. As the days shorten and we begin the season of dark, wet mornings when our kids are walking side-by-side with cars on their way to school, we remember the accidents that have happened in these conditions and renew our efforts to prevent them from happening again!
Sincerely, Kaylee Nilan

-----Original Message-----

From: Margaret Carnegie [mailto:carnegiema@netzero.com]

Sent: Tuesday, September 23, 2008 9:59 AM

To: KirklandCouncil

Subject: sidewalks

Dear Council Members,

At the North Rose Hill Neighborhood Association meeting on September 15th, David Godfrey gave a presentation on sidewalks. We wanted information on sidewalks, as the lack of sidewalks was one of the major concerns expressed by the residents in a recent neighborhood survey. Mr. Godfrey made the statement, as I understood it, that sidewalks in school areas no longer have the top priority rating that they used to have.

Presuming that I did hear him correctly, I want to state that I strongly believe that safe walking routes to schools should have the highest priority. We need to care for the children in our city and one way to do that is to provide safety to and from school. I believe that should be all levels of schools, but I would put elementary schools at the top of the list as those children are the most vulnerable. Thank you for your time and I'm trusting your dedication to the children of Kirkland in your decision making.

Sincerely,

Margaret Carnegie

11259 126th Ave. N.E.

Kirkland, WA 98033

From: TennysonKK@aol.com [mailto:TennysonKK@aol.com]

Sent: Wednesday, September 24, 2008 7:31 PM

To: David Godfrey; KirklandCouncil

Subject: Sidewalks

As one who has volunteered to serve on two sidewalk advisory committees, I'm disheartened to be informed through a neighborhood email that the City of Kirkland has removed from their priority list sidewalks within 1/4 mile of schools. It is especially discouraging to think that the city would take this action without talking with the neighborhood associations first.

Please reconsider this action, school walkways was the most popular item when the survey was done for the potential sidewalk bond. It would be great if we could not only restore the priority of 1/4 mile within schools, but increase it to 1/2 mile. This is an investment in our future.

Thanks,

Karen Tennyson

12617 N. E. 87th Place

Kirkland, WA 98033

From: James McElwee [mailto:jandlmcwee@msn.com]

Sent: Sunday, September 21, 2008 10:12 PM

To: jandlmcwee@msn.com

Cc: Kari Page

Subject: Sidewalks Near Schools--Urgent Message

To: KAN Reps and Neighborhood Activists

If you see merit in my message, please forward it or your own version of it to your neighborhood people and especially to folks you know who are active in the PTSAs in your neighborhood.

This message has not been reviewed by any KAN committee. I am doing this of my own volition because there is nothing higher in my priorities than our children. I hope you agree and will pass on your comments to the City Staff and City Council.

Jim McElwee

Sidewalks Near Schools

I learned earlier in the week that the City staff have dropped sidewalks around elementary schools as the top priority for sidewalks. It appears that the staff is not using "within 1/4 mile of schools" as a top priority for sidewalks. To my knowledge the change was made without consulting the Neighborhoods and possibly without consulting the City Council.

If sidewalks close to schools are a top priority for our Neighborhoods and our City, we need to press the City staff hard on the issue of sidewalks around elementary schools. For our most vulnerable population, we have let school kids slip back into the multi-page prioritization list that we determined several years ago was not working adequately.

The City is seeking public input on a revision to the non-motorized transportation plan. I would like to see our residents, and maybe our Neighborhood Associations, send a strong message that sidewalks around elementary schools must be the City's top priority. Our expressions can go a long way to raising the issue that the policy appears to have changed without notice. To get the most responses, it is often best to draft a message that expresses the issues and encourage the writer to personalize their message.

Some talking points that I just pulled out of my head. Personalize your message by using these points or others that are relevant—

Dark mornings and rainy evenings are already upon us.

Even the best drivers sometimes suffer from unclear windshields and headlight glare.

A child wearing non-reflective clothing is very difficult to see, even within the headlight cone.

Drivers are more distracted than ever as they rush to jobs or school drop-offs.

Our children are not safe walking on the edge of the street. Sidewalks are where they belong.

It's the right thing to do.

Our children don't have a choice in this situation, but we do as residents, parents, citizens. We need to make the safety of our children the highest priority we can achieve.

From: Kristin Stone [mailto:kristin_stone@hotmail.com]

Sent: Thursday, October 09, 2008 9:58 AM

To: KirklandCouncil; David Godfrey

Subject: sidewalks on NE 80th Street (Rose Hill)

Kirkland City Council,

I am a resident of Redmond, but our local elementary school, Rose Hill Elementary, is just across the Kirkland-Redmond border. Every weekday, we walk our 1st grader to school, and enjoy the safety of the recently completed Redmond sidewalks all the way up 80th Street. Once we cross into Kirkland, however, there is a marked difference in the sidewalk situation. On the South side of NE 80th Street, there is no continuous sidewalk. Only houses that have been built very recently include a sidewalk, which are nice looking, but not useful when there is no continuity. (The North side of the street has a sidewalk, but it is blocked in one section with a giant mailbox in that protrudes nearly to the bushes, and people often walk into the street to get around it.)

Kids walk on this street on their way to and from Rose Hill Elementary, Lake Washington High School, and Rose Hill Junior High. It is currently a very unsafe situation for pedestrians, as 80th is a major route to and from I-405. Not to mention all the teenage drivers from the high school.

I really appreciate Kirkland's dedication to safe crosswalks at frequent intervals, which we could use more of in Redmond. The Kirkland police also does a good job of ticketing speeding cars on NE 80th. But the Kirkland sidewalks are not up to par in Rose Hill. With all the schools in the vicinity, it ought to be a priority to improve them.

Thanks,

Kristin Stone

From: Kim Lowe [mailto:Kim.Lowe@microsoft.com]

Sent: Monday, October 06, 2008 10:44 PM

To: David Godfrey

Cc: KirklandCouncil

Subject: Sidewalks Around Schools

Dear Mr. Godfrey:

I recently heard that the City has dropped sidewalks around elementary schools as a top priority for sidewalk projects. I write to strongly encourage a reconsideration. I'm particularly concerned about the corner of 12th Street and 110th Ave, which is right behind Peter Kirk Elementary school. This is a terribly narrow and blind corner, and on more than one occasion I've nearly been struck by cars speeding around it. Since I moved to Kirkland three years ago, I have pleaded with the school and the city to install a sidewalk around this corner, and I've been told it's on the plan for 2010. Not soon enough in my mind, but I'd be troubled and outraged to know it's now been removed from the plan.

Please, for the kids in our community, make sidewalks around schools a top priority.

Regards, Kim Lowe

From: Mari Bercaw [mailto:mariberkaw@hotmail.com]
Sent: Monday, October 06, 2008 10:30 AM
To: David Godfrey
Cc: KirklandCouncil; hyer_berkaw@hotmail.com
Subject: sidewalks

Hi!

I emailed a few weeks ago and just wanted to be sure you got my input regarding sidewalks in Kirkland. Plus I would like to urge the City Council and Parks department to keep sidewalks near schools a priority.

I looked over the sidewalk map and it appeared to me that the map shows sidewalks for both sides of the street along 7th Ave between 3rd St and 112th Ave NE. There is a sidewalk on parts of 7th Ave, but many place on both sides of the street do not have a sidewalk or maybe there was a sidewalk, but now it is just rubble (near the lot with lots of trucks, east of the car wash). I think 7th Ave should be a priority because it is a much nicer street to walk on than 85th and does have a lot of sidewalks completed, but definitely not entirely.

Let me know if you've received this or if you have any questions.

Sincerely,
Mari Bercaw
425-803-0285

From: Megan Hayton [mailto:mhayton@msn.com]
Sent: Sunday, October 05, 2008 10:27 PM
To: David Godfrey; KirklandCouncil
Subject: Sidewalks

Hi there

My name is Megan Hayton, and I am a resident of the City of Kirkland. The Rosehill PTSA sent a notice to us, on how "the City of Kirkland is moving away from giving priority to sidewalks projects around elementary schools - without asking for public comment".

Is this true? I hope not.

I am a parent of three small children. On the non-rainy days I walk my kindergartner to/from school, and push my 2 year old twins in a double jog stroller.

We wish that there were more sidewalks along 130th Avenue, between 71st and 80th, to make this journey safer.

These are not great economic times, and I am sure there are many tough choices to be made regarding sidewalks & safety.

It was awesome to see a sidewalk installed on 116th (between 60th and Old Red) where I run!
Hopefully over time, there will be opportunity for more sidewalks near Rose Hill Elementary.

Thanks
Megan Hayton

From: cynthia smith [mailto:c.l.smith@comcast.net]
Sent: Sunday, October 05, 2008 2:19 PM
To: David Godfrey; KirklandCouncil
Subject: Sidewalks and elementary schools

I understand that the city staff has removed as a priority the installation of sidewalks near to elementary schools - is this correct?

If so, this is a foolish move that puts the lives of children at risk, and will do nothing to decrease the number of cars carrying parents who drive a very short distance to ensure that their children arrive home safely.

Cindy Smith

October 21, 2008

DRAFT

Dear Concerned Citizen

Thank you for your interest and recent input regarding School Walk Routes in the City of Kirkland. We want to assure you that the City continues to operate under the same prioritization criteria that were developed as a part of a community process and approved by Council in 1998. In other words, all things equal, a higher priority continues to be given to an identified school walk route (SWR). This emphasis has been supported by citizens, various committees, PTSA's, and the City Council over the years and remains an essential part of the rating criteria.

In 1995, the Council adopted a set of 'ad-hoc' criteria which were developed by a citizen advisory committee for evaluating and prioritizing transportation projects. These ad-hoc criteria, also known as the Transportation Project Evaluation, were then used in the City's Capital Improvement Program for two years to prioritize all of the proposed transportation projects. After two full CIP prioritization processes, the Council reconvened the original committee to ascertain whether or not the resulting CIP projects reflected the desired outcome of the committee. After looking at the projects that were being funded in the CIP, the committee concluded that the projects did not provide enough recognition for a SWR. As a result, the committee recommended, and the Council approved, a modification to the criteria in May of 1998; the criteria would give additional points to sidewalk project proposals on identified SWR's.

These modifications were included in the Transportation Project Evaluation process and are used by staff to rate non-motorized projects for placement on the priority list and ultimately in the CIP. In addition, the Transportation Project Evaluation was included in the City of Kirkland's Non-Motorized Plan adopted in 2001 by the City Council and remains the City's published criteria.

In further support of the City's continued commitment to providing projects along SWR, in October of 2000 the Council created a School Walk Route Committee including residents, parents, the School District and others. In May of 2002 after numerous meetings, discussions, open houses and interaction with the various schools, the Council approved their recommendations. These recommendations included:

- Build \$1 M worth of priority SWR projects identified by each school
- Allow other identified SWR's to compete in the CIP process using the rating process *(described earlier)*
- Explore possibility of a Sidewalk Bond
- Collect on concomitant agreements

The priority SWR projects were constructed at each of seven elementary schools by the Fall of 2002, and other routes continue to be evaluated in the CIP process. The Sidewalk Bond was not undertaken after a further study.

Currently staff and the City's Transportation Commission are working through an update of the City's Non-Motorized Transportation plan (this is the first update since 2001). The updated NMT Plan will provide the framework for the next few years of the non-motorized network in the City of Kirkland. During the community outreach and update of the NTM Plan, staff and the Commission are looking at the

Letter to Concerned Citizen

October 21, 2008

Page 2

prioritization of non-motorized improvements and are examining other approaches/evaluation criteria to consider. Other approaches, and or evaluation criteria, being looked at during this update process are being introduced at various open houses, on the City's web-site, and at the Transportation Commission meetings. Feedback and input received from the community is being considered in the final decision on the prioritization process.

Your input on the current or any future approaches is valued and appreciated. The update process will continue through this year, and we welcome your comments and assure you that staff will consider your input as they develop the criteria, project lists, network, and programmatic elements of the Plan.

If you have other thoughts or ideas, please contact David Godfrey, Public Works Department at 425.587.3865 or dgodfrey@ci.kirkland.wa.us. Information regarding the status of the NMT Plan and information on the existing 2001 Plan is located on the City of Kirkland Public Works Department website at www.ci.kirkland.wa.us.

Sincerely,

Kirkland City Council

By: James L. Lauinger, Mayor

Cc: David Godfrey, P.E., Transportation Engineering Manager
Ray Steiger, P.E., Capital Projects Manager