APPENDIX A ON-LINE SURVEY

Paper versions of the on-line survey instrument are shown on the following pages. About 800 responses were received about 400 each to the pedestrian and the bicycle surveys. Surveys were available beginning on July 19, 2007 and although there was no hard ending date, very few surveys were received after August 31, 2007. More information about the survey including all the comments is available on the City website www.ci.kirkland.wa.us click through to: departments>Public Works>non-motorized plan.

BICYCLING SURVEY

The City of Kirkland is revising its non-motorized plan. The Kirkland Transportation Commission is responsible for this effort. Our new plan has 3 goals:

1. **Network and project priority**. Describe a future network for bicycle and pedestrian facilities and identify a clear subset of first priority projects.

2. **Evaluation**. Prepare a "to do" list of things to work on to improve bike/pedestrian environment.

3. **Handbook.** Serve as a source of information to answer commonly asked pedestrian/bike questions and document policies/procedures.

You can improve the plan by completing this survey about bicycle facilities. Everyone in your household is welcome to complete their own survey, and we encourage you tell others about the survey. Also, check out the walking survey. You can fill these surveys out on line too. Visit www.ci.kirkland.wa.us

The first part of the survey has **3 required questions**, there are **10 more optional questions** that we invite you to answer as well.

REQUIRED QUESTIONS:

1. **Home Zip Code:** _____

2. **How often do you bicycle in Kirkland? For each purpose below, check the frequency that BEST describes how often you bicycle. Here are some examples: if you do an activity on weekdays only, choose *daily*. If you do an activity 3 times a month, choose *monthly*. If you do an activity once or twice a week, choose *weekly*.**

Purpose	Frequency			
	Daily	Weekly	Monthly	Never
All the way to school:				
All the way to work:				
To run errands like shopping, etc.:				
In combination with a bus trip for work or school:				
For exercise/fitness/pleasure:				
Mountain bike/off road:				
Other:				

3. **What factors should be used to prioritize construction of bicycle improvement projects? From the list of possible factors, choose your top three priorities:**

Factors	Priority		
Check one factor ↓ for each priority →	1st	2nd	3rd
Safety - Address locations where accidents have occurred. This includes projects that improve lighting.			
Regional Connections - Projects that connect to regional trails/other cities			
Most users - Build facilities that will serve the most users			
Local Connections - Connect to shopping, restaurants, other services			
Equity - Spend similarly in various neighborhoods			
Transit - Increase easy bike access to Metro bus stops			
Schools - Build projects near schools and that access school bus stops			
Information - Mark bike routes and add other information like distances to key destinations			
Maintenance - Maintain existing bicycle facilities			
Other factors you would like to see considered:			

OPTIONAL QUESTIONS

4. Where are the most problematic locations for biking in Kirkland? Be as specific as possible.

5. Where is an excellent location for biking in Kirkland? Be as specific as possible.

6. Tell us more about anything that would make biking in Kirkland easier for you. Subjects could include:

- Any bicycling issues you've always wanted to comment about.
- Questions or comments about bicycle facilities or programs.
- Things that you've seen elsewhere that you would like to see in Kirkland.

7. Your age *(circle 1)* <13 13-19 20-29 30-49 50-65 65-75 >75

8. Your gender (circle 1) Male Female

9. Your email address *(please print clearly)* _____

10. Your work zip code _____

11. Your home address

_____
Street address City

12. Would you be willing to participate in groups working on the equestrian or waterborne parts of the plan?

Circle One: NO YES *(if yes, please include your email address in question 9.)*

PEDESTRIAN SURVEY

The City of Kirkland is revising its non-motorized plan. The Kirkland Transportation Commission is responsible for this effort. Our new plan has 3 goals:

1. **Network and project priority**. Describe a future network for bicycle and pedestrian facilities and identify a clear subset of first priority projects.

2. **Evaluation**. Prepare a "to do" list of things to work on to improve bike/pedestrian environment.

3. **Handbook** Serve as a source of information to answer commonly asked pedestrian/bike questions and document policies/procedures.

You can improve the plan by completing this survey about pedestrian facilities. Everyone in your household is welcome to complete their own survey, and we encourage you tell others about the survey. Also, check out the bicycling survey. You can fill these surveys out on line too. Visit www.ci.kirkland.wa.us

The first part of the survey has **3 required questions**, there are **10 more optional questions** that we invite you to answer as well.

REQUIRED QUESTIONS:

1. **Home Zip Code:** _____

2. **How often do you walk/run in Kirkland? For each purpose below indicate the frequency that BEST describes how often you walk. Here are some examples: if you do an activity on weekdays only, choose *daily*. If you do an activity 3 times a month, choose *monthly*. If you do an activity once or twice a week, choose *weekly*.**

Purpose	Frequency			
	Daily	Weekly	Monthly	Never
All the way to school:				
All the way to work:				
To run errands like shopping, etc.:				
To the bus stop for work or school:				
For exercise/fitness/pleasure:				
Other:				

3. **What factors should be used to prioritize construction of pedestrian improvement projects? Indicate how highly each factor should rank when determining funding priorities.**

Factors	Priority		
Check one factor ↓ for each priority →	1st	2nd	3rd
Safety - Address locations where accidents have occurred. This includes street lighting improvements.			
Complete missing pieces - Create longer continuous walkways			
Most users - Build facilities that will serve the most users			
Connections - Facilitate pedestrian travel to shopping, restaurants and other services			
Equity - Spend similarly in various neighborhoods			
Transit - Increase easy walking access to Metro bus stops			
Schools - Build projects near schools and that access school bus stops			
Maintenance - Maintain existing pedestrian facilities			
Other factors you would like to see considered:			

OPTIONAL QUESTIONS

4. Where are the most problematic locations for walking in Kirkland? Be as specific as possible.

_____

_____

_____

_____

_____

_____

_____

_____

5. Where is an excellent location for walking in Kirkland? Be as specific as possible.

_____

_____

_____

6. Tell us more about anything that would make walking in Kirkland easier for you. Subjects could include:

- Any walking/running issues you've always wanted to comment about.
- Questions or comments about walking facilities or programs.
- Things that you've seen elsewhere that you would like to see in Kirkland.

_____

_____

_____

_____

_____

_____

_____

_____

7. Your age *(circle 1)* <13 13-19 20-29 30-49 50-65 65-75 >75

8. Your gender (circle 1) Male Female

9. Your email address *(please print clearly)* _____

10. Your work zip code _____

11. Your home address

_____

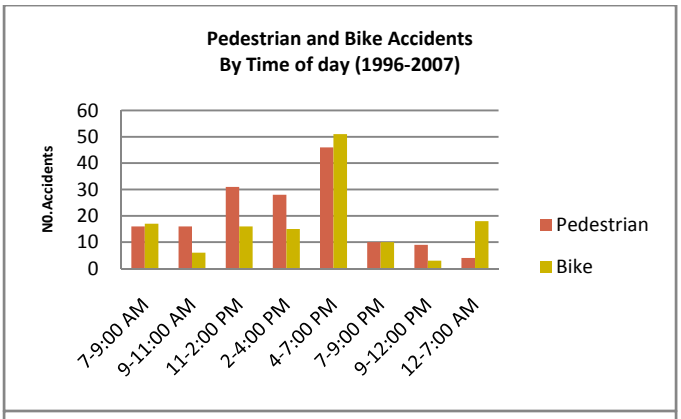
Street address City

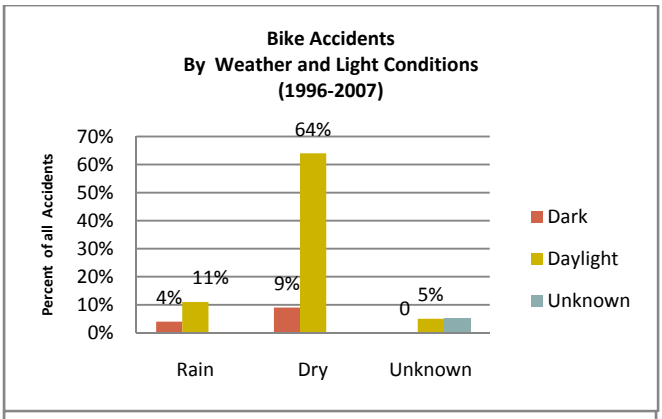
12. Would you be willing to participate in groups working on the equestrian or waterborne parts of the plan?

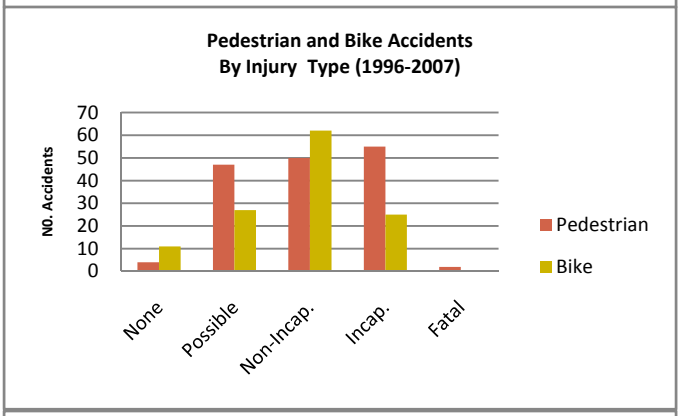
Circle One: NO YES *(if yes, please include your email address in question 9.)*

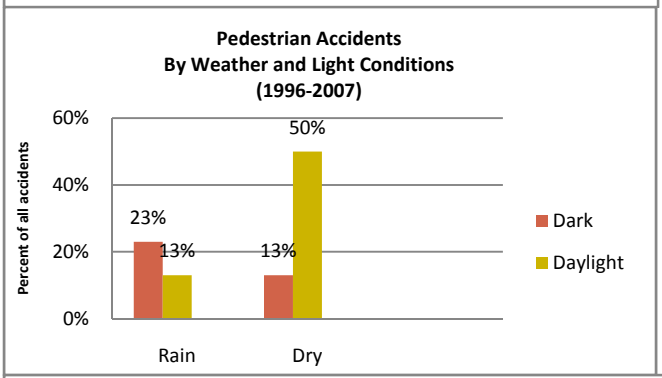
APPENDIX B CRASH DATA

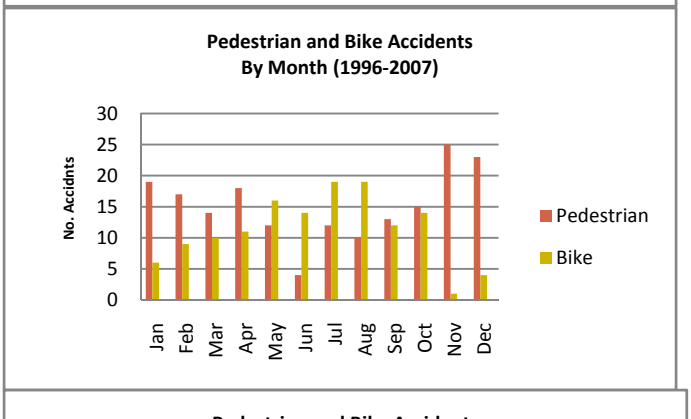
This appendix is a gallery of selected crash data based on information from the City of Kirkland's pedestrian and bicycle crash database.

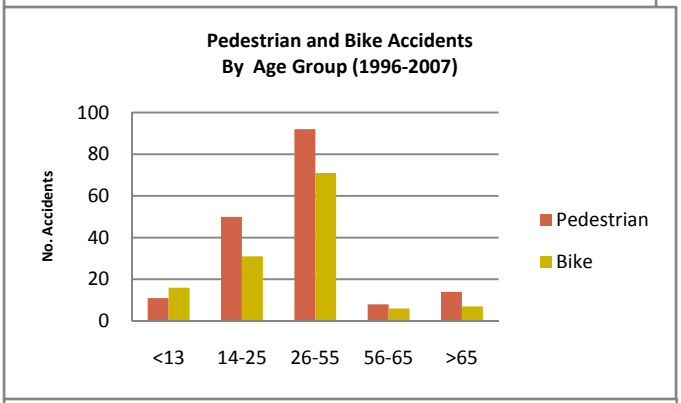

Pedestrian and Bike Accidents
By Time of day (1996-2007)
NO. Accidents
60
50
40
30
20
10
0
7-9:00 AM
9-11:00 AM
11-2:00 PM
2-4:00 PM
4-7:00 PM
7-9:00 PM
9-12:00 PM
12-7:00 AM
Pedestrian
Bike

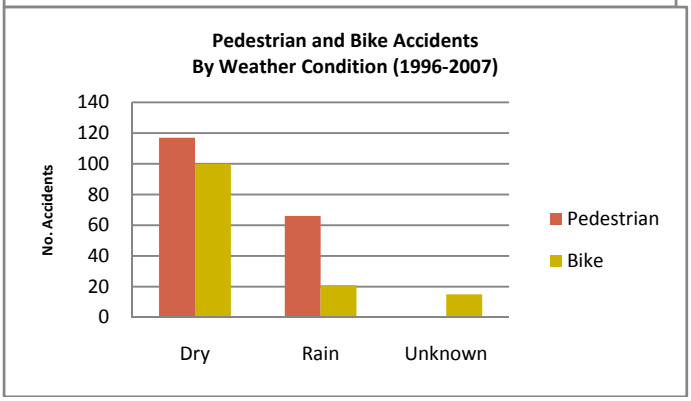

Bike Accidents
By Weather and Light Conditions
(1996-2007)
Percent of all Accidents
70%
60%
50%
40%
30%
20%
10%
0%
4%
11%
9%
64%
0
5%
Rain
Dry
Unknown
Dark
Daylight
Unknown

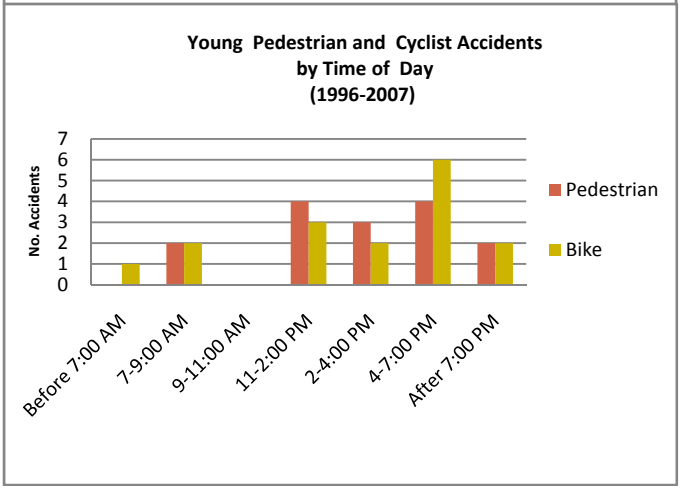

Pedestrian and Bike Accidents
By Injury Type (1996-2007)
NO. Accidents
70
60
50
40
30
20
10
0
None
Possible
Non-Incap.
Incap.
Fatal
Pedestrian
Bike

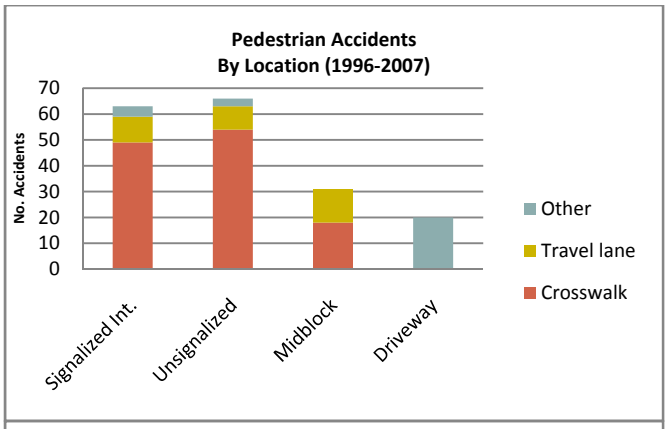

Pedestrian Accidents
By Weather and Light Conditions
(1996-2007)
Percent of all accidents
60%
40%
20%
0%
23%
13%
13%
50%
Rain
Dry
Dark
Daylight

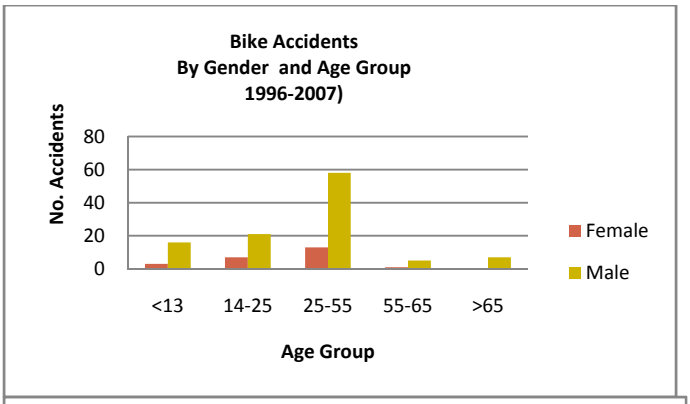

Pedestrian and Bike Accidents
By Month (1996-2007)
No. Accidnts
30
25
20
15
10
5
0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Pedestrian
Bike

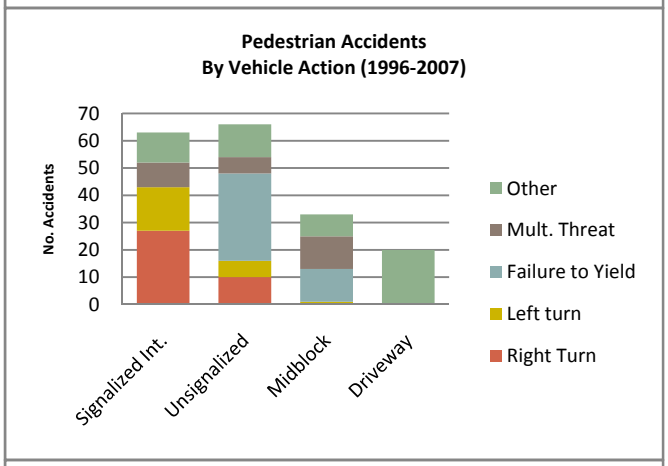

Pedestrian and Bike Accidents
By Age Group (1996-2007)
No. Accidents
100
80
60
40
20
0
<13
14-25
26-55
56-65
>65
Pedestrian
Bike

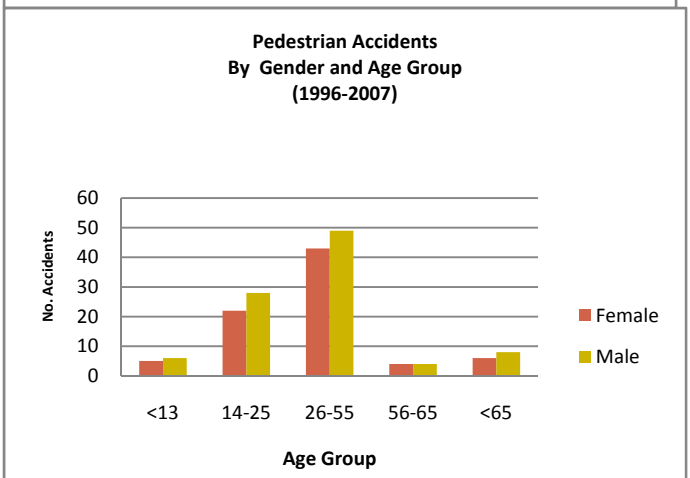

Pedestrian and Bike Accidents
By Weather Condition (1996-2007)
No. Accidents
140
120
100
80
60
40
20
0
Dry
Rain
Unknown
Pedestrian
Bike

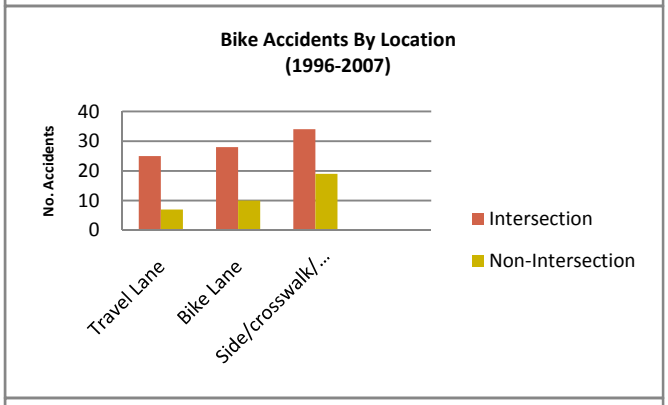

Young Pedestrian and Cyclist Accidents
by Time of Day
(1996-2007)
No. Accidents
7
6
5
4
3
2
1
0
Before 7:00 AM
7-9:00 AM
9-11:00 AM
11-2:00 PM
2-4:00 PM
4-7:00 PM
After 7:00 PM
Pedestrian
Bike

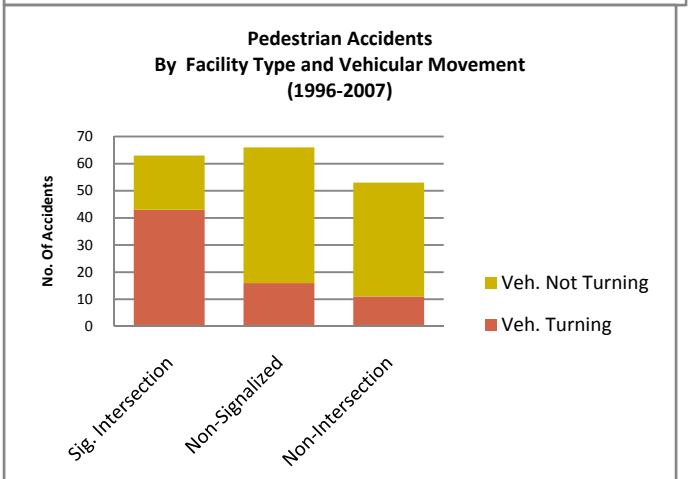

Pedestrian Accidents
By Location (1996-2007)
No. Accidents
70
60
50
40
30
20
10
0
Signalized Int.
Unsignalized
Midblock
Driveway
Other
Travel lane
Crosswalk

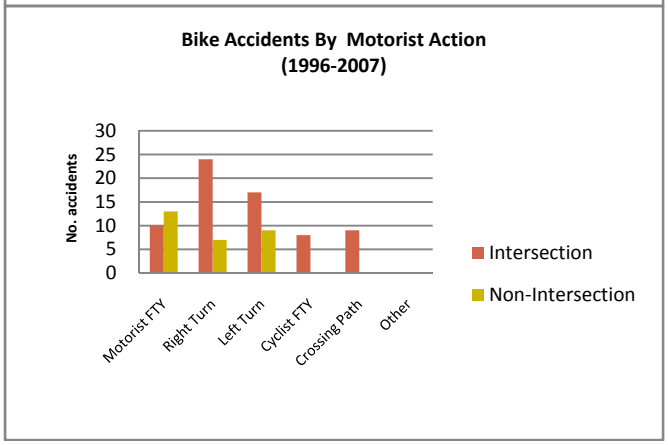

Bike Accidents
By Gender and Age Group
1996-2007)
No. Accidents
80
60
40
20
0
<13
14-25
25-55
55-65
>65
Age Group
Female
Male


Pedestrian Accidents
By Vehicle Action (1996-2007)
No. Accidents
70
60
50
40
30
20
10
0
Signalized Int.
Unsignalized
Midblock
Driveway
Other
Mult. Threat
Failure to Yield
Left turn
Right Turn


Pedestrian Accidents
By Gender and Age Group
(1996-2007)
No. Accidents
60
50
40
30
20
10
0
<13
14-25
26-55
56-65
<65
Age Group
Female
Male


Bike Accidents By Location
(1996-2007)
No. Accidents
40
30
20
10
0
Travel Lane
Bike Lane
Side/crosswalk/...
Intersection
Non-Intersection


Pedestrian Accidents
By Facility Type and Vehicular Movement
(1996-2007)
No. Of Accidents
70
60
50
40
30
20
10
0
Sig. Intersection
Non-Signalized
Non-Intersection
Veh. Not Turning
Veh. Turning


Bike Accidents By Motorist Action
(1996-2007)
No. accidents
30
25
20
15
10
5
0
Motorist FTY
Right Turn
Left Turn
Cyclist FTY
Crossing Path
Other
Intersection
Non-Intersection

APPENDIX C PRIORITIZATION OF SIDEWALK PROJECTS

As described in Section 5, proximity to parks, bus routes, schools and commercial areas were used to calculate the access portion of the sidewalk construction project ranking system.

Table 20 shows the schools, parks, transit routes and commercial areas that were used in the calculation.

Table 20 Data used for computing access score

PARKS	SCHOOLS	COMMERCIAL AREAS	TRANSIT		
			Route	Peak hour only	Freeway in Kirkland
1. 132nd Square Park	**Lake Washington School District**	1. Bridle Trails: BCX, BN1	230		
2. Bridle Trails State Park	*Elementary (k-6)*	2. Carillion Point: PLA 15A	234		
3. Brookhaven Park	1. AG Bell	3. Downtown: CBD 1-8	236		
4. Carillon Woods	2. Juanita	4. Houghton: BC	238		
5. Cedar View Park	3. Peter Kirk	5. Juanita: JBD 1-2, 4-6	244	x	
6. Crestwoods Park	4. Mark Twain	6. Lake Washington Blvd.: BN	245		
7. David E. Brink Park	5. Rose Hill	7. Market Street south: MSC 3	248		
8. Everest Park	6. Lakeview	8. Market Street north: MSC 2	252	X	Between Totem Lake freeway station and Seattle
9. Forbes Creek Park	7. Ben Franklin	9. NE 85th Street: RH1 A-B, 2 A-C, 3, 4, 5 A-C, 7	255		
10. Forbes Lake Park	*Jr. High (7-9)*	10. Totem Lake: TL 2, 4 A-C, 5, 6 A,B, 8, NRH 1A, 1B, 4	257	X	Between Totem Lake freeway station and Seattle
11. Heritage Park	8. Kirkland		260	X	Between NE 116th St. and Seattle. Stops at Houghton Freeway Stop
12. Highlands Park	9. Rose Hill Shares campus with Stella Schola		265	X	Between Houghton P&R and Seattle
13. Houghton Beach Park	*High Schools (10-12)*		277	X	Between Houghton P&R and Seattle
14. Juanita Bay Park	10. Juanita Shares campus with Futures School		291	X	
15. Juanita Beach Park	11. Lake Washington Shares campus with Northstar Jr. High		342		Serves only Totem Lake Freeway Station and Houghton Freeway stop
16. Kiwanis Park	**Choice Schools**		532	X	Serves only Totem Lake Freeway Station

PARKS	SCHOOLS	COMMERCIAL AREAS	TRANSIT		
			Route	Peak hour only	Freeway in Kirkland
17. Marina Park	12. Community Elementary (1-6) Shares campus with International School		535		Serves only Totem Lake Freeway Station
18. Mark Twain Park	13. Stella Schola (6-9) Shares campus with Rose Hill Jr. High		540		
19. Marsh Park	14. Northstar Jr. High (7-9) Shares campus with Lake Washington High		935		
20. McAuliffe Park	15. International School (7-12) Shares campus with Community Elementary				
21. North Kirkland Community Center and Park	16. BEST High School (9-12) Shares campus with Family Learning Center				
22. North Rose Hill Woodlands Park	17. Futures School (10-12) Shares campus with Juanita High School				
23. Ohde Avenue Pea Patch	18. Family Learning Center (k-12) Shares campus with BEST High School				
24. Peter Kirk Park	**Other Schools and facilities**				
25. Phyllis A. Needy Park	19. Holy Family (k-8)				
26. Reservoir Park	20. Seventh Day Adventist (k-8)				
27. Rose Hill Meadows	21. Lake Washington Technical College				
28. Settler's Landing	22. Northwest University				
29. Snyder's Corner	23. Boys & Girls Club				
30. South Rose Hill Park					
31. Spinney Homestead Park					
32. Street End Park					
33. Taylor Fields at Houghton Landfill					
34. Terrace Park					
35. Tot Lot Park					
36. Totem Lake Park					
37. Van Alst Park					

PARKS	SCHOOLS	COMMERCIAL AREAS	TRANSIT		
			Route	Peak hour only	Freeway in Kirkland
38. Watershed Park					
39. Waverly Beach Park					
40. Yarrow Bay Wetlands					

As described in Section 5, buffers of ⅛ and ¼ mile were mapped around each of the features in Table 20. (See Maps 24-27) The city was divided into an imaginary grid of almost 619,000 25' x 25' cells and the presence of various buffers was tabulated by cell. For example, Table 21 shows that there were 42 cells that were within 1/8 mile of 3 parks, 17 cells that were within ¼ mile of 5 parks and 184,369 cells within ¼ mile of 1 park. Similar tables were prepared for commercial areas, transit (separate tables for both peak only and all day) and schools (separate tables for shared and non-shared campuses).

Table 21 Example of proximity to parks calculation

Parks			
Within 1/8 Mile		More than 1/8, less than 1/4 Mile	
Number of Parks	Number of cells	Number of Parks	Number of cells
0	382,173	0	383,843
1	220,372	1	184,369
2	16,240	2	41,978
3	42	3	7,314
		4	1,306
		5	17
Sum	618,827	Sum	618,827
non zero sum	236,654	non zero sum	234,984

By summing the non-zero cells the "volume" of each feature can be calculated. Summing these volumes gives the overall impact of all the features. The total impact of each major category was adjusted to the proportions shown in Table 10 on page 79. An adjustment factor was calculated for each major category, Parks, Transit, Commercial areas and Schools; schools and parks should each account for 30% of the total impact and transit and commercial areas should account for 20% each. Adjustments are then made within each major category, as called for in Table 10, for example being within 1/8 of a mile of park counts 1.25 more than being within ¼ mile of a park. This second adjustment essentially reallocates the major category adjustment across the sub categories. Tables 22 and 23 show the values of the various factors.

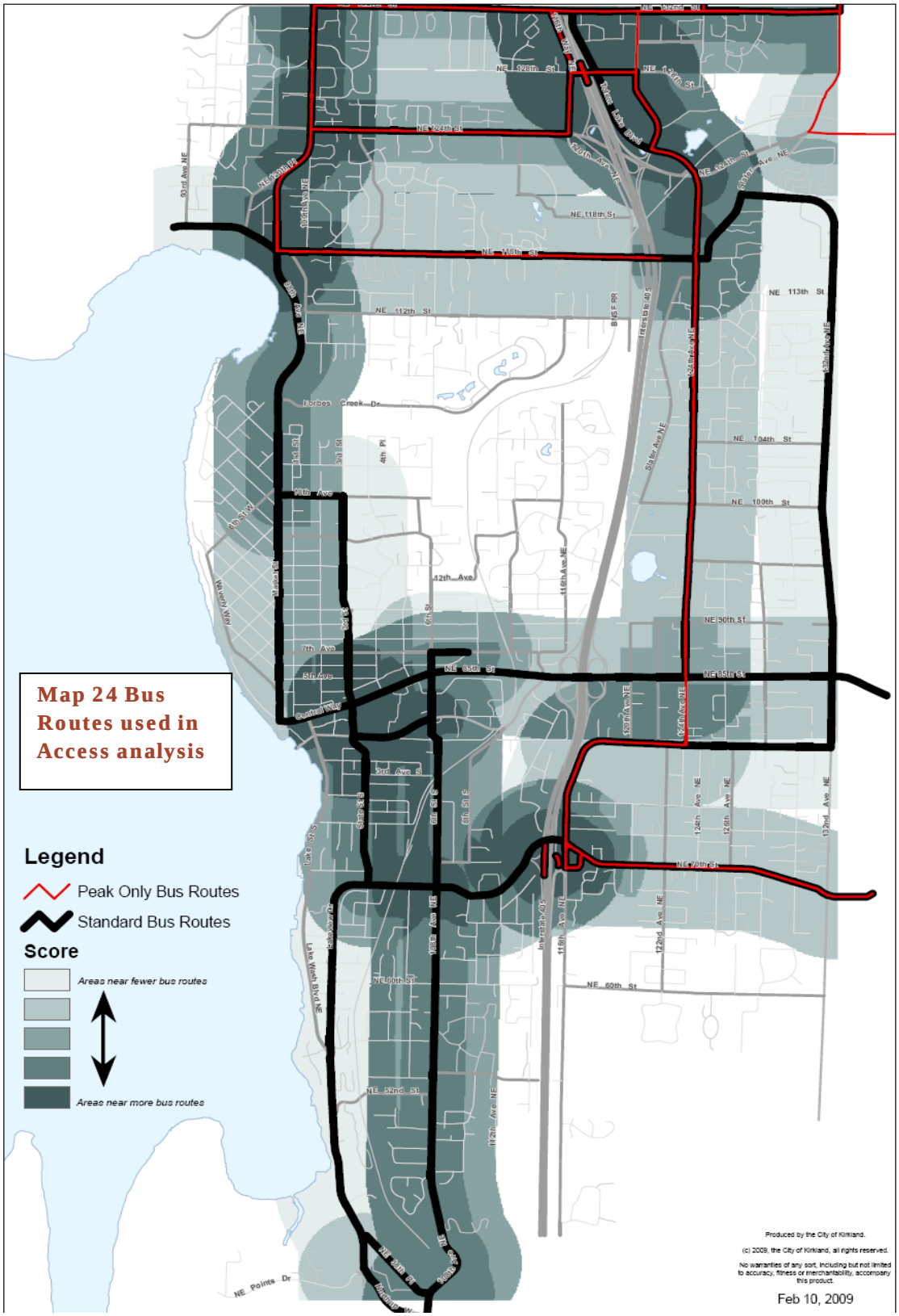
These factors are multiplied by the sum of the scores for each feature in each cell. Scores for segments are developed by assigning the segment the score of the highest cell it passes through. Segment scores were converted to a 1-35 scale by computing the cumulative distribution of all the segment scores an assigning them to a 1-35 range. For example the 20th percentile segment score was converted to a score of 7 (20th percentile of 1-35 range) 40th percentile 14 and so on.

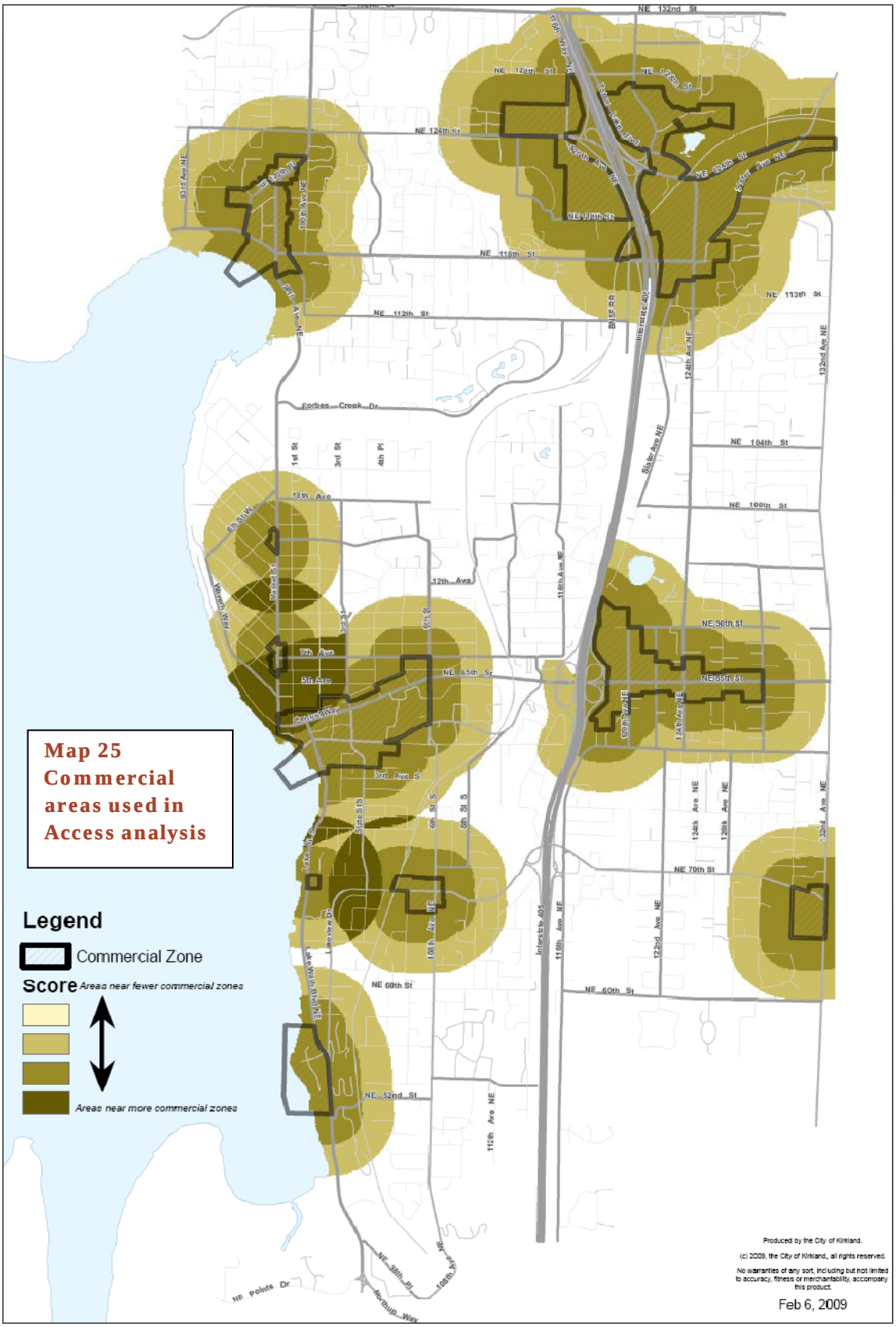
Table 22 Major category factors

Major Category	Number of non zero cells	Fraction of non zero cells in category		Major Category factor (Desired/Unadjusted)
		Un adjusted (non zero cells/Total)	Desired from Table 10	
Parks	471,638	0.303	0.3	0.989
Commercial	213,006	0.136	0.2	1.46
School	183,465	0.118	0.3	2.54
Bus	686,910	0.442	0.2	0.453
TOTAL	**1,555,019**	1.000	1.0	

Table 23 Final adjustment factors

Category	Distance	Internal weight from Table 10	Internal factor (weight/weight sum)	Final factor (internal factor x Major category factor)
Parks	1/8 mile	1.25	0.556	0.55
	1/4 mile	1.00	0.444	0.44
	weight sum	**2.25**	**1.00**	**0.99**
Commercial area	1/8 mile	1.25	0.556	0.81
	1/4 mile	1.00	0.444	0.65
	weight sum	**2.25**	**1.00**	**1.46**
School	1/8 mile	1.25	0.269	0.68
	1/4 mile	1.00	0.215	0.55
Shared campus school	1/8 mile	1.30	0.279	0.71
	1/4 mile	1.10	0.236	0.60
	weight sum	**4.65**	**1.00**	**2.54**
All day bus	1/8 mile	1.25	0.316	0.14
	1/4 mile	1.00	0.253	0.11
Peak hour only bus	1/8 mile	0.95	0.241	0.11
	1/4 mile	0.75	0.190	0.09
	weight sum	**3.95**	**1.00**	**0.45**


Map 24 Bus Routes used in Access analysis
Legend
Peak Only Bus Routes
Standard Bus Routes
Score
Areas near fewer bus routes
Areas near more bus routes
Produced by the City of Kirkland.
(c) 2009, the City of Kirkland, all rights reserved.
No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.
Feb 10, 2009


Map 25
Commercial areas used in Access analysis
Legend
Commercial Zone
Score
Areas near fewer commercial zones
Areas near more commercial zones
NE 132nd St
NE 124th St
NE 116th St
NE 112th St
NE 104th St
NE 100th St
NE 90th St
NE 85th St
NE 70th St
NE 60th St
NE 52nd St
Forbes Creek Dr
18th Ave
12th Ave
9th Ave
5th Ave
3rd Ave S
Lake Wash Blvd NE
Points Dr
Interstate 405
State Ave NE
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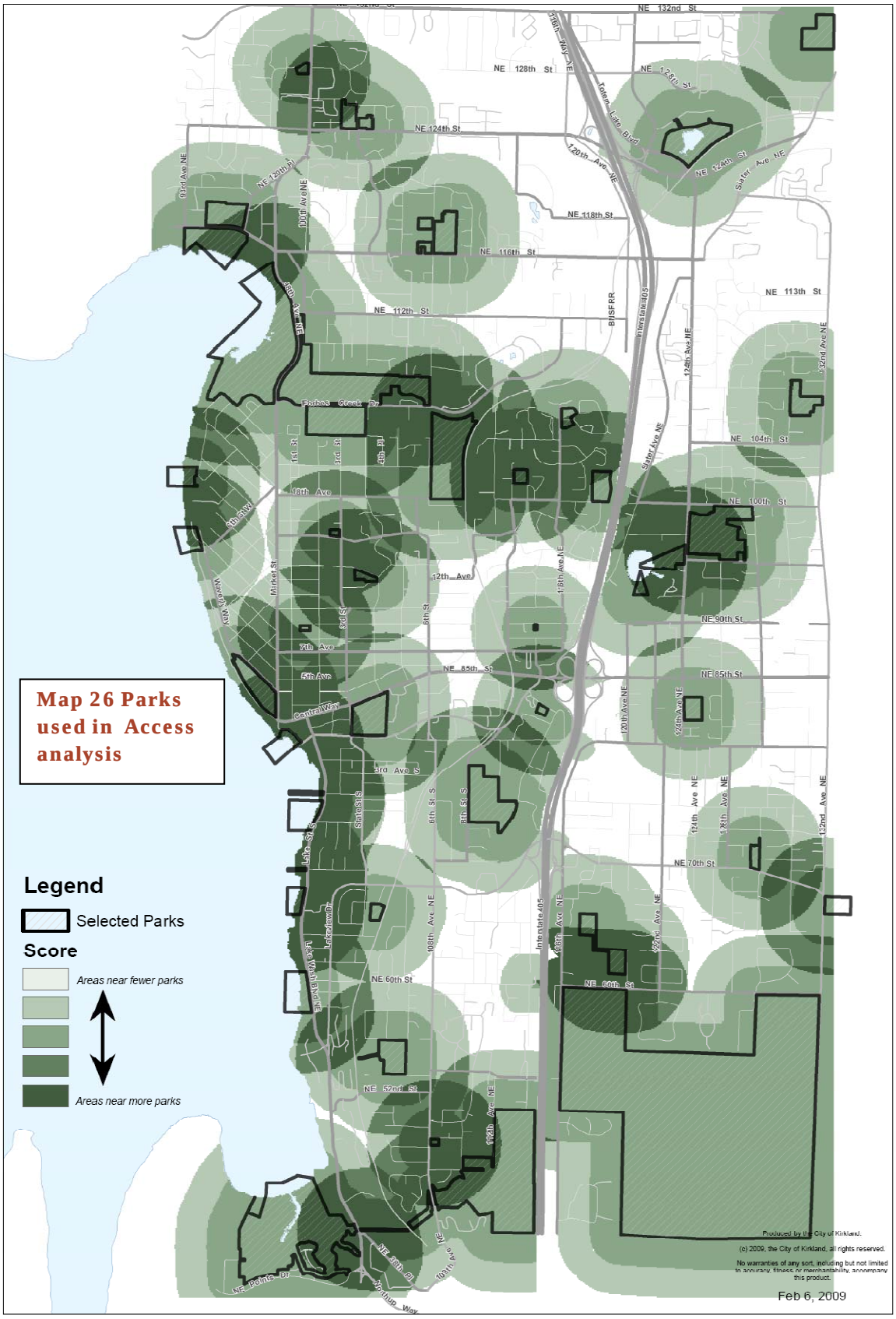
No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.
Feb 6, 2009


Map 26 Parks used in Access analysis
Legend
Selected Parks
Score
Areas near fewer parks
Areas near more parks
NE 132nd St
NE 128th St
NE 124th St
NE 118th St
NE 116th St
NE 112th St
NE 113th St
NE 104th St
NE 100th St
NE 90th St
NE 85th St
NE 70th St
NE 60th St
NE 52nd St
NE 85th Pl
Forbes Creek Dr
Market St
Central Way
Lake St S
State St
Lakeshore Plaza
Lake Washington Blvd
Juanita Dr NE
NE Points Dr
Northup Way
Interstate 405
BNSF R/R
Slater Ave NE
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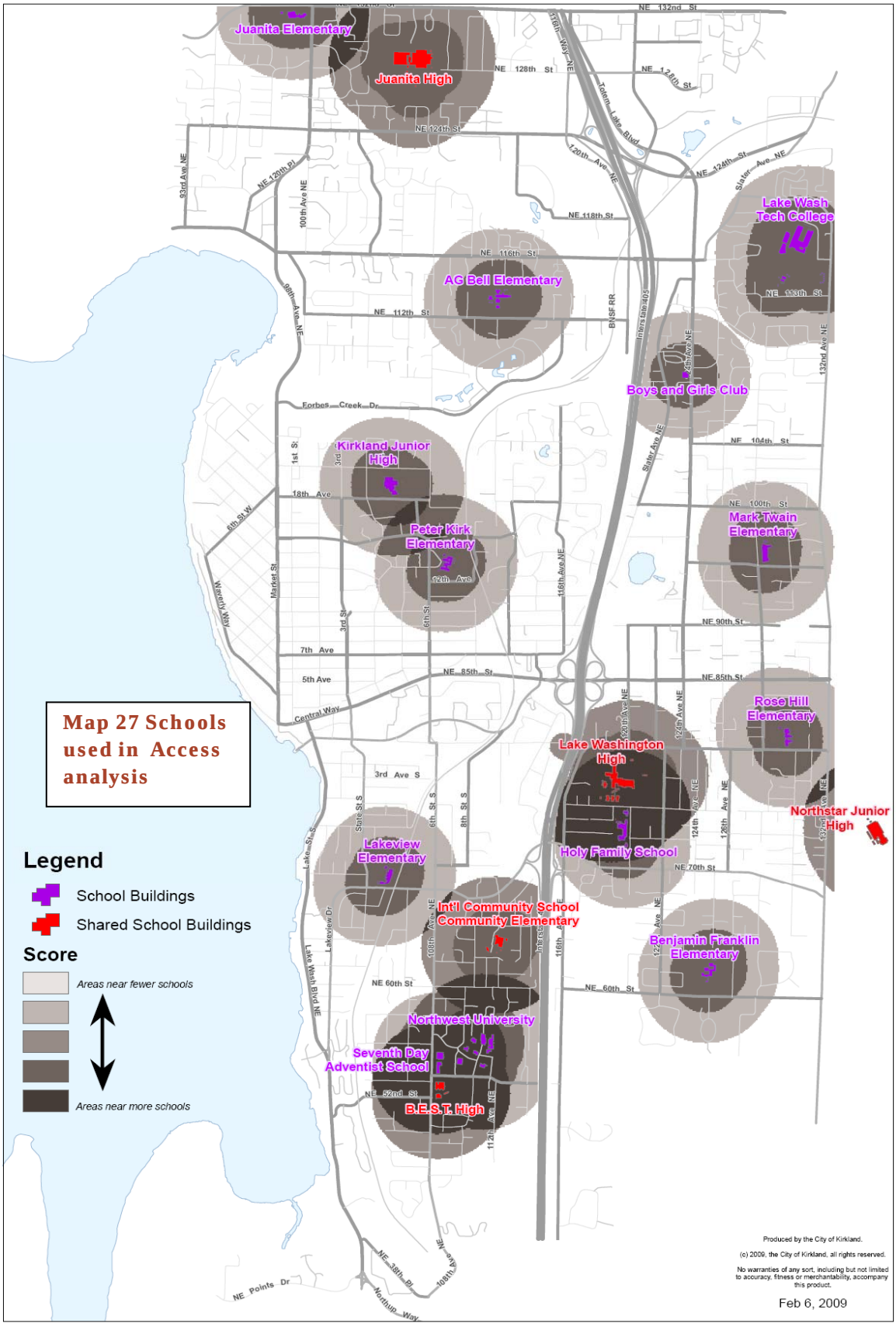
Feb 6, 2009


Juanita Elementary
Juanita High
Lake Wash Tech College
AG Bell Elementary
Boys and Girls Club
Kirkland Junior High
Peter Kirk Elementary
Mark Twain Elementary
Rose Hill Elementary
Lake Washington High
Northstar Junior High
Lakeview Elementary
Holy Family School
Int'l Community School Community Elementary
Benjamin Franklin Elementary
Northwest University
Seventh Day Adventist School
B.E.S.T. High
NE 132nd St
NE 128th St
NE 124th St
NE 120th Pl
NE 118th St
NE 116th St
NE 112th St
NE 104th St
NE 100th St
NE 90th St
NE 85th St
NE 70th St
NE 60th St
NE 52nd St
NE 38th Pl
Forbes Creek Dr
18th Ave
7th Ave
5th Ave
Central Way
3rd Ave S
NE Points Dr
Northup Way
Map 27 Schools used in Access analysis
Legend
School Buildings
Shared School Buildings
Score
Areas near fewer schools
Areas near more schools
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Feb 6, 2009

APPENDIX D TRANSPORTATION PROJECT EVALUATION FORM

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

	POSSIBLE	THIS PROJECT
• FISCAL	20	
• PLAN CONSISTENCY	10	
• NEIGHBORHOOD INTEGRITY	15	
• TRANSPORTATION CONNECTIONS	15	
• MULTIMODAL (NON-SOV)	20	
• SAFETY	20	
TOTAL	100	

(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) Chance to leverage		x	(b) Amount leveraged	
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))

LF	SCORE
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)

_____ (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

_____ VALUE SCORE
(100 max)

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)

_____ (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

_____ (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

_____ (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) Bicycle:

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) Pedestrian

_____ (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)	No impact neutral (1)	Negative Impact inhibits/reduces (0)	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 (½ to 1 mile)	5
Facility within 4 to 8 blocks (¼ to ½ mile)	10
Facility within 4 blocks (¼ 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)

_____ VALUE SCORE
(100 max)

x .20 VALUE WEIGHT

_____ VALUE TOTAL

STEIGER\98TPE.DOC:RTS\ln