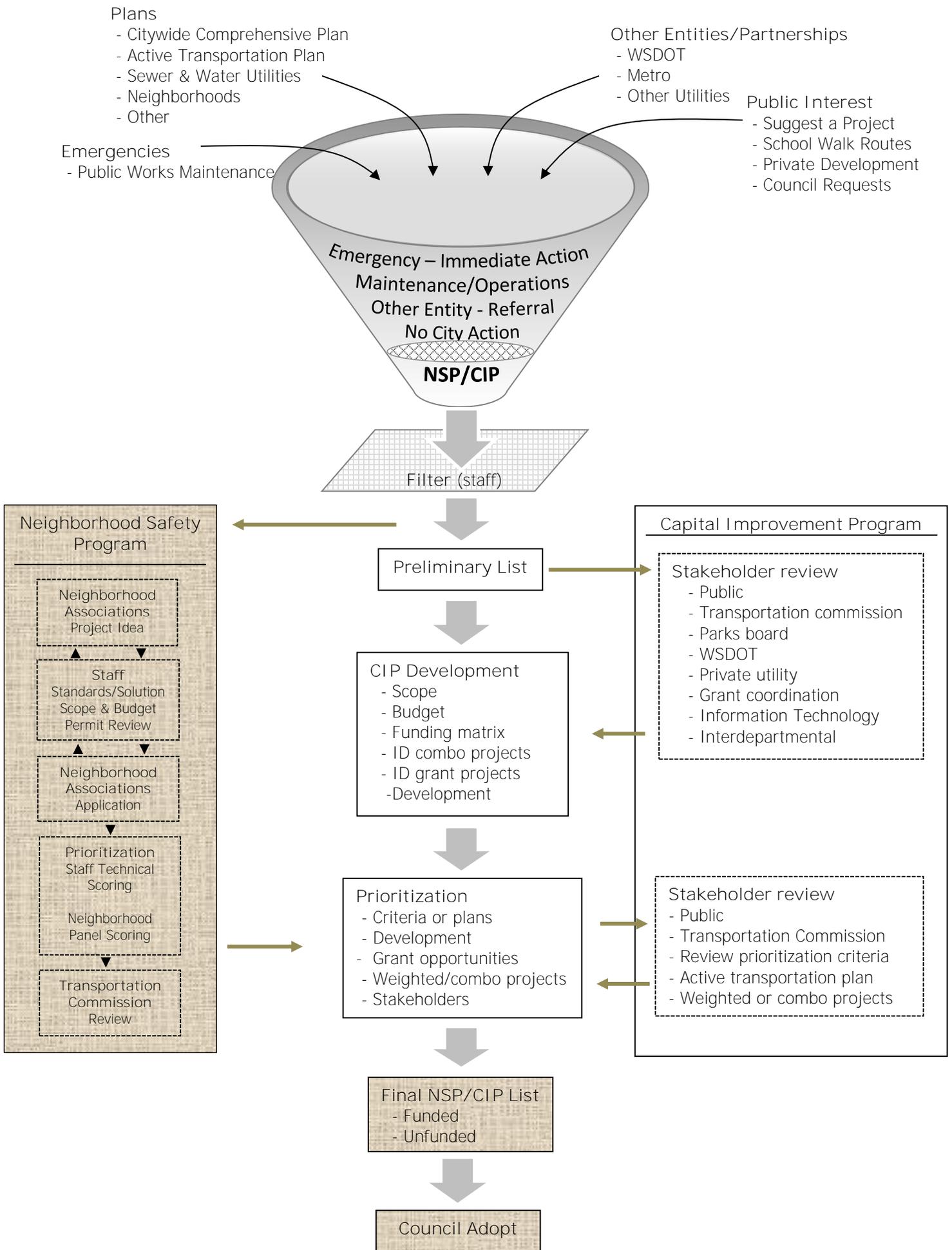
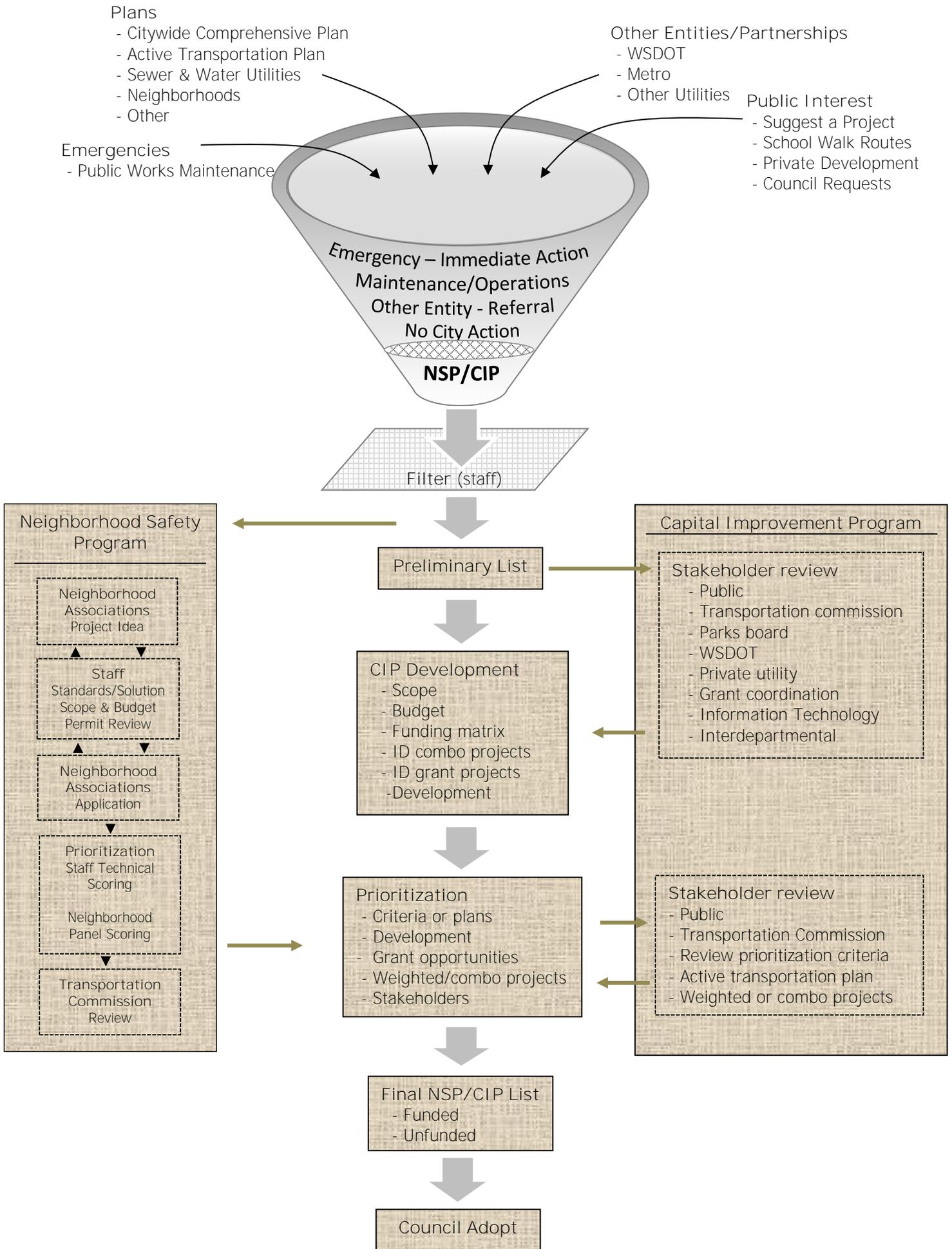
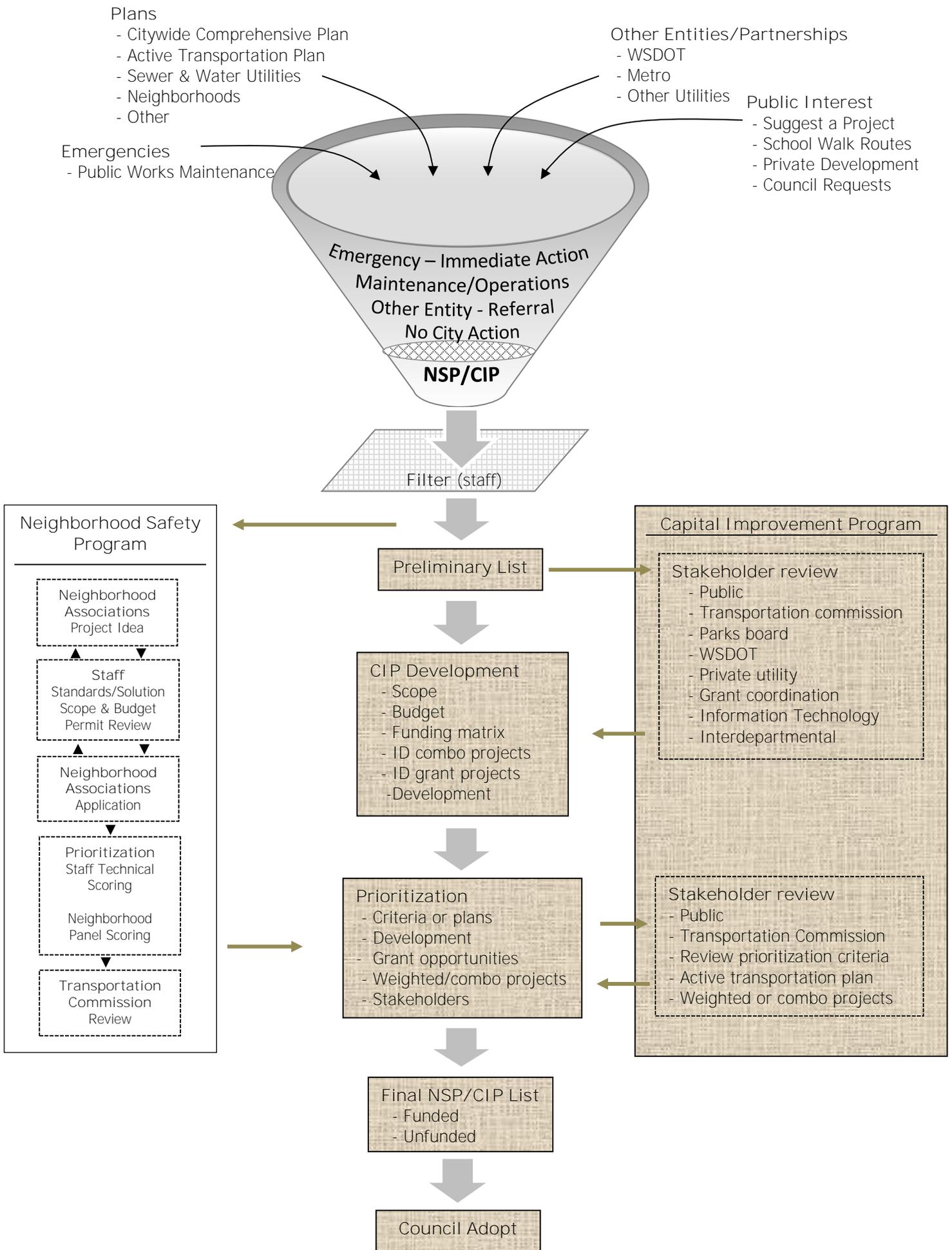
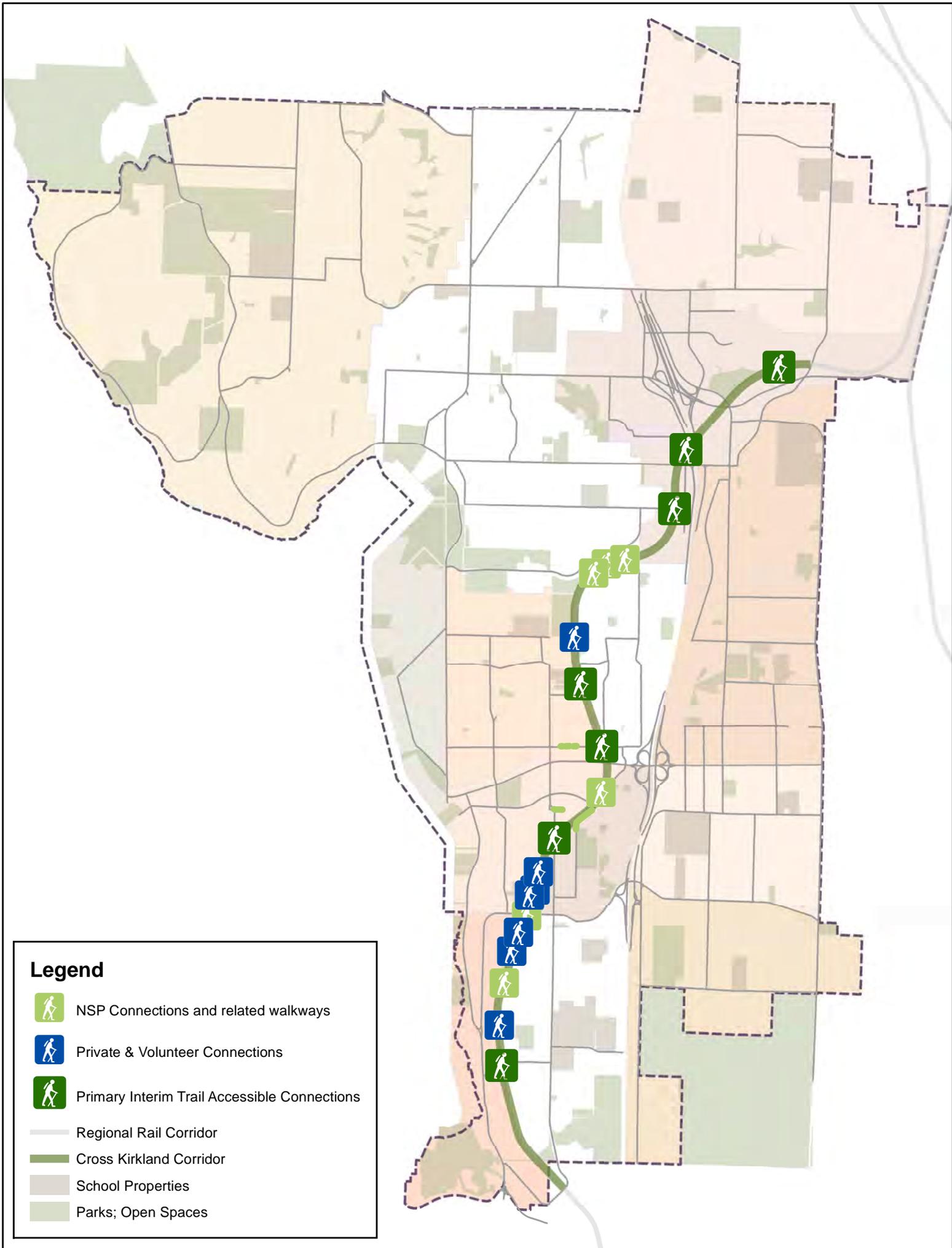


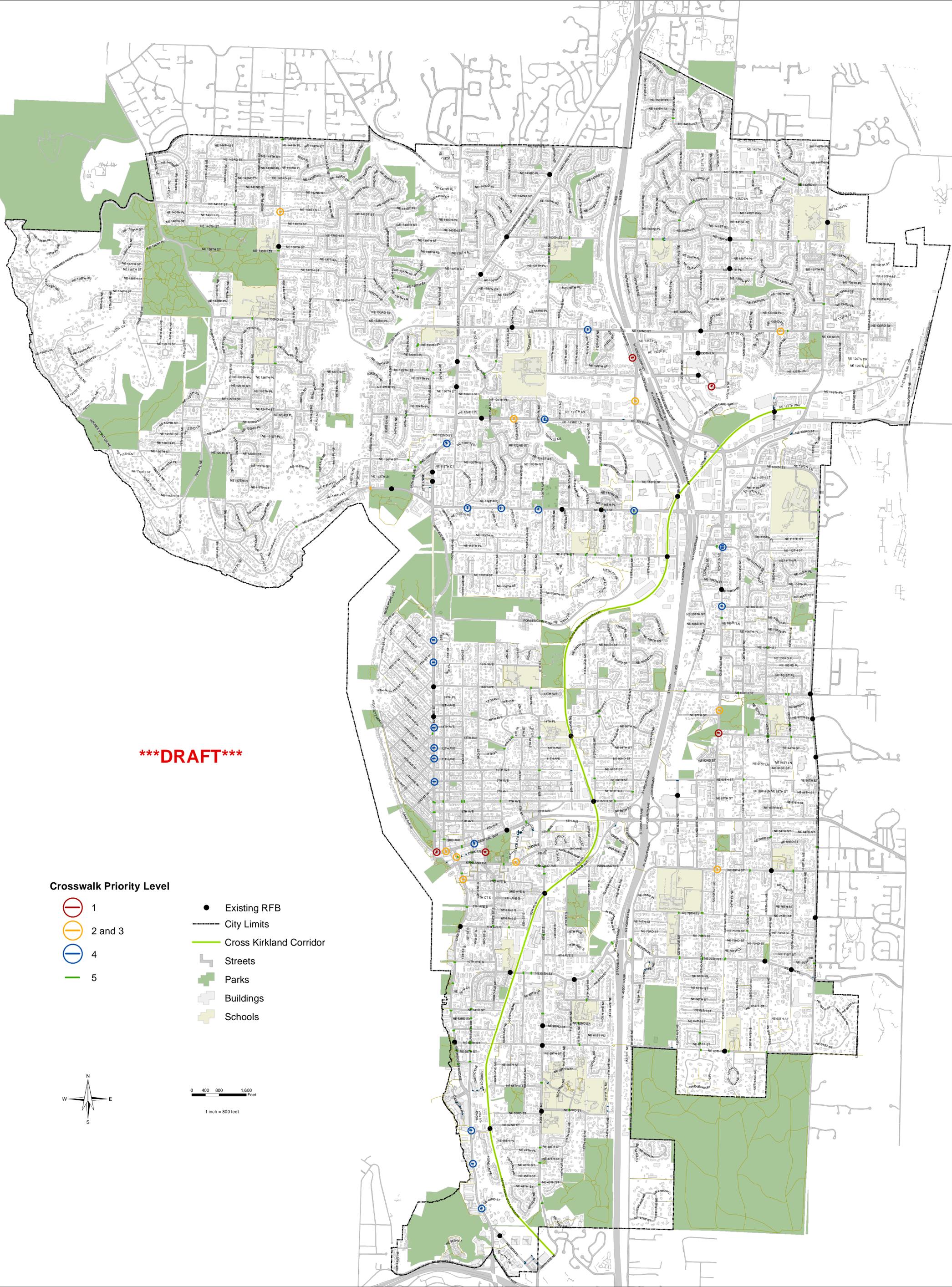
Neighborhood Safety Program Funding Flow Chart Attachment A









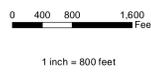


*****DRAFT*****

Crosswalk Priority Level

- 1 (Red circle with slash)
- 2 and 3 (Orange circle with slash)
- 4 (Blue circle with slash)
- 5 (Green circle with slash)

- Existing RFB
- City Limits
- Cross Kirkland Corridor
- ▬ Streets
- Parks
- Buildings
- Schools



Crosswalk Improvement

Goals:

1. Adequate lighting
2. Pedestrian flags -Requires pedestrian activation
3. Shorten crossing distance
 - Median Island
 - Bulb-outs
4. Rapid Flashing Beacons -Requires pedestrian activation

Funding:

- Street Levy Crosswalk Initiative (2013 & 2014N) \$300,000
- Neighborhood Safety Program: Levy and Walkable Kirkland ongoing
- 116th Crosswalk Upgrade: \$430,000 in 2017
- Central Way Crosswalk Upgrade: \$100,000 in 2019
- 132nd Avenue NE Crosswalk Upgrade: \$250,000 in 2018
- Lake Front Pedestrian and Bicycle Improvement: \$1,011,000 in 2017
- Juanita Drive Quick Wins: \$1,412,600 in 2015
- Juanita Drive Multi-Modal (on street) improvements: \$525,000 in 2020
- Private Development Fees and Projects - as assigned

Crosswalk Improvement

Goals:

Roadway Type (Number of Travel Lanes and Median Type)	Vehicle ADT < 9,000			Vehicle ADT > 9,000 to 12,000			Vehicle ADT > 12,000 to 15,000			Vehicle ADT > 15,000		
	Speed Limit											
	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h
2 Lanes	C	C	P	C	C	P	C	C	N	C	P	N
3 Lanes	C	C	P	C	P	P	P	P	N	P	N	N
Multi-Lane (4 or More Lanes) With Raised Median ***	C	C	P	C	P	N	P	P	N	N	N	N
Multi-Lane (4 or More Lanes) Without Raised Median	C	P	N	P	P	N	N	N	N	N	N	N

C	Candidate sites for market crosswalks (lowest priority).
P	Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements. (Moderate priority).
N	Marked crosswalks alone are not recommended, since pedestrian crash risk may be increased with marked crosswalks. Consider using other treatments, such as traffic signals with pedestrian signals to improve crossing safety for pedestrians. (Highest Priority).

Crosswalk Improvement

Funding Criteria:

Technical Scoring: Based upon the Transportation Master Plan.

Improve safety—Within the context of a vision zero program, consider crash history and indicators of crash risk such as vehicle speed.

Link to Land Use—prioritize crossings on routes with sidewalks that expand and enhance walkability or that otherwise help achieve Kirkland's land use goals. Improvements in the Totem Lake Urban Center should be given priority.

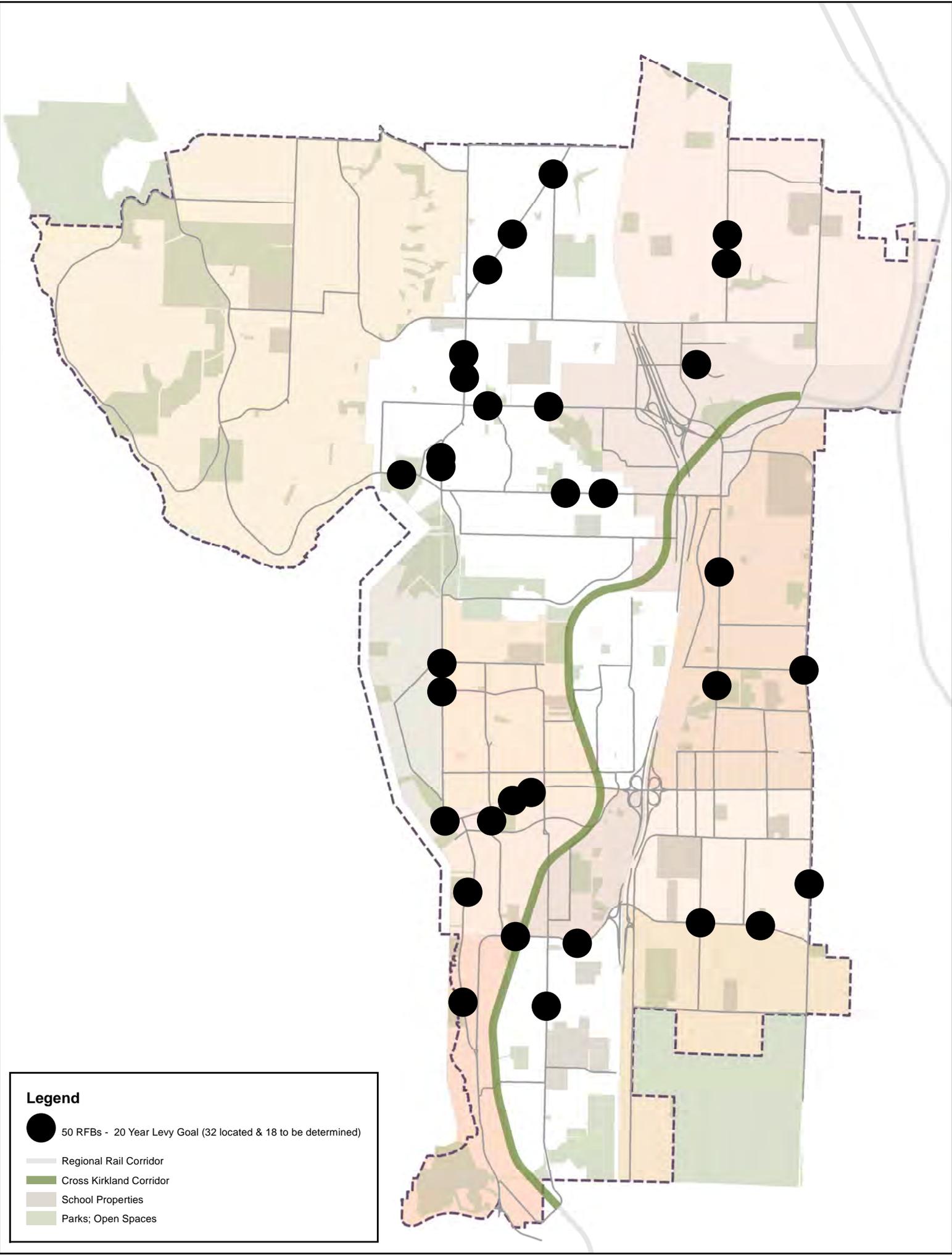
Connect to the Cross Kirkland Corridor—improve crossings on routes that lead to or are near the CKC.

Title VI—It is the City of Kirkland's policy to ensure full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from programs and activities.

Connect to Transit—give priority to crosswalks that allow easy access to transit; particularly regional transit, including near stops or at locations where multiple routes converge.

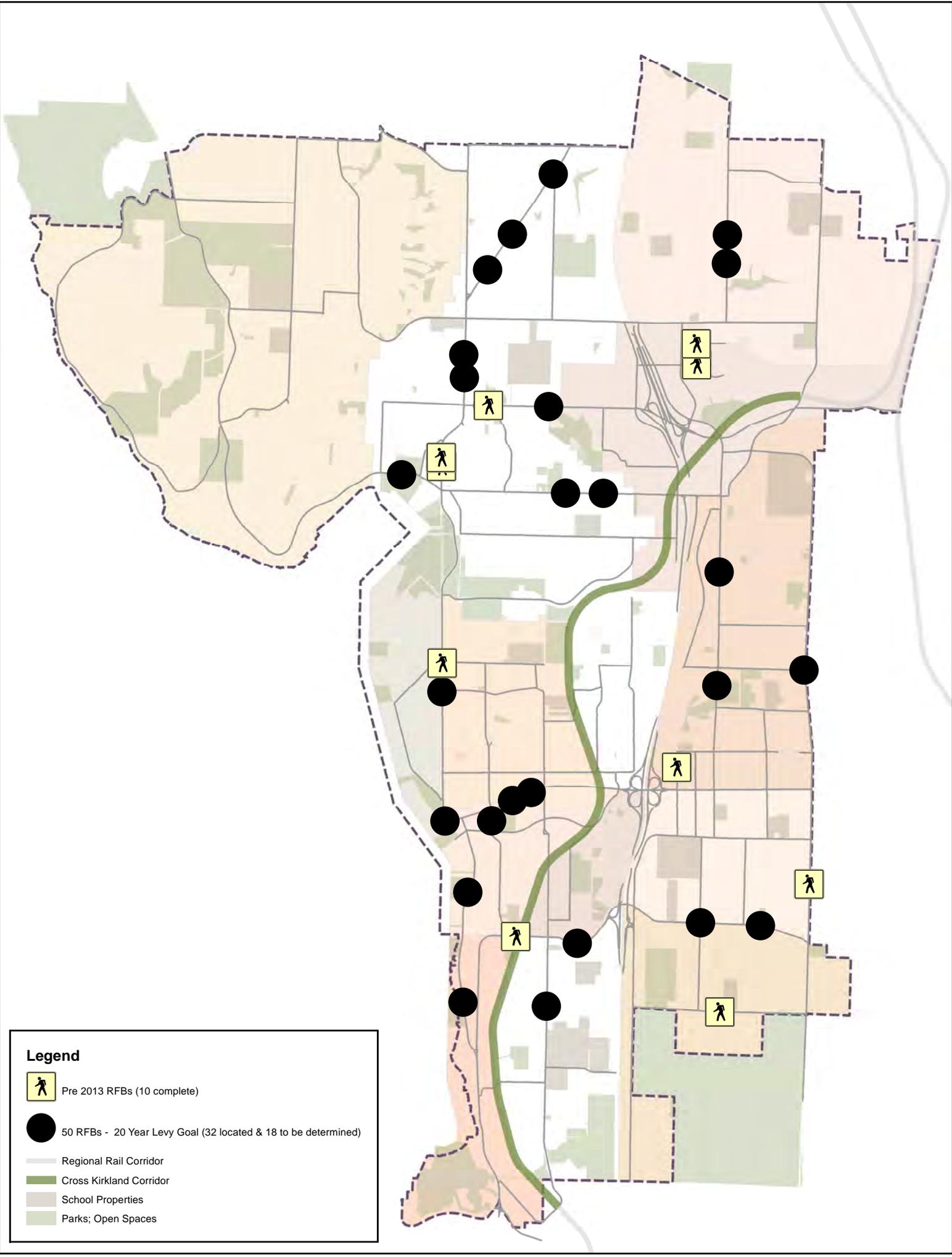
Community input—continue to involve the community in deciding where crosswalks should be located and improved.

Cost/likeliness to receive grant funding—prioritize projects that have lower cost or that are good candidates for grant funding, but apply caution so that high costs, high value projects are also included.



Legend

- 50 RFBs - 20 Year Levy Goal (32 located & 18 to be determined)
- Regional Rail Corridor
- Cross Kirkland Corridor
- School Properties
- Parks; Open Spaces



Legend



Pre 2013 RFBs (10 complete)



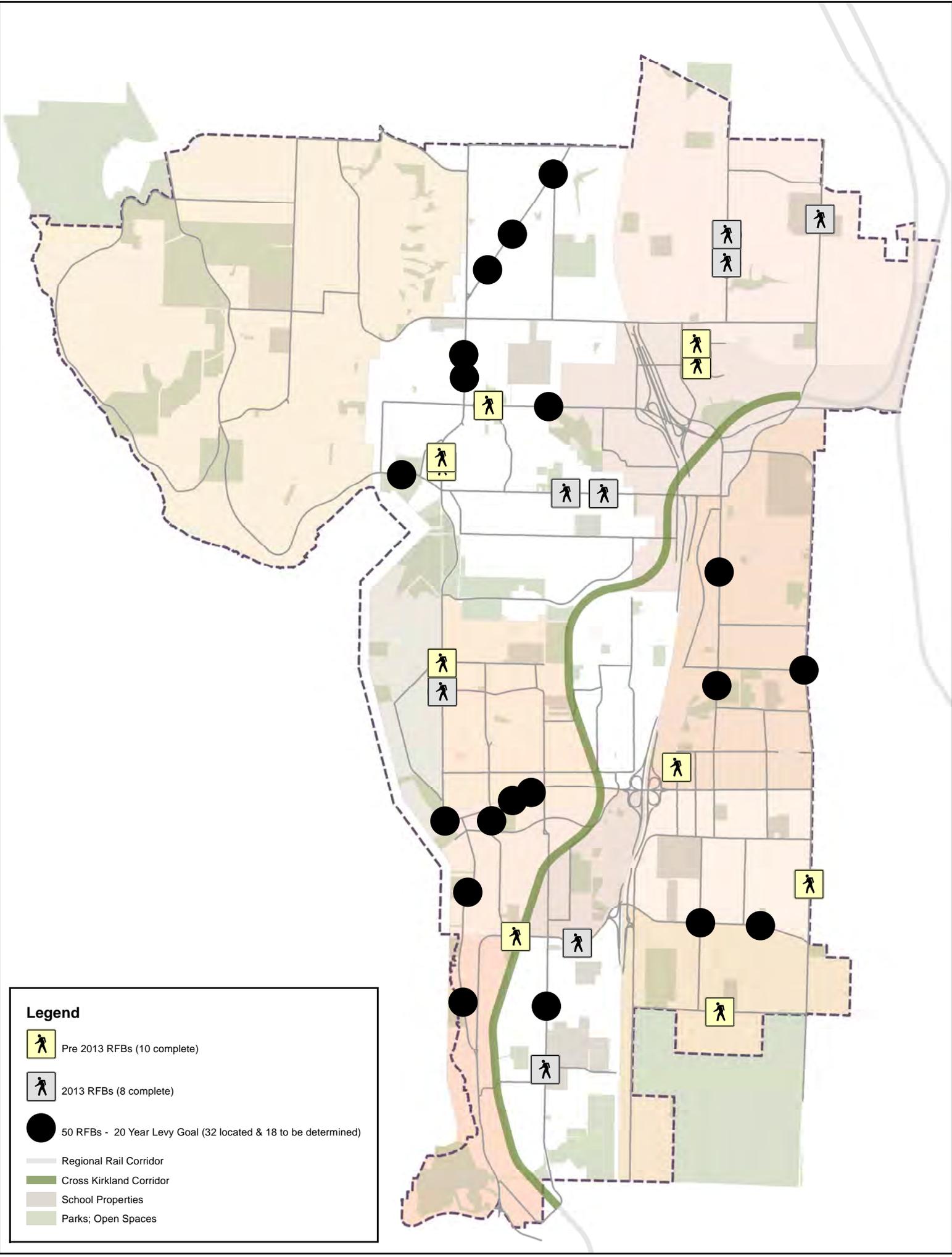
50 RFBs - 20 Year Levy Goal (32 located & 18 to be determined)

Regional Rail Corridor

Cross Kirkland Corridor

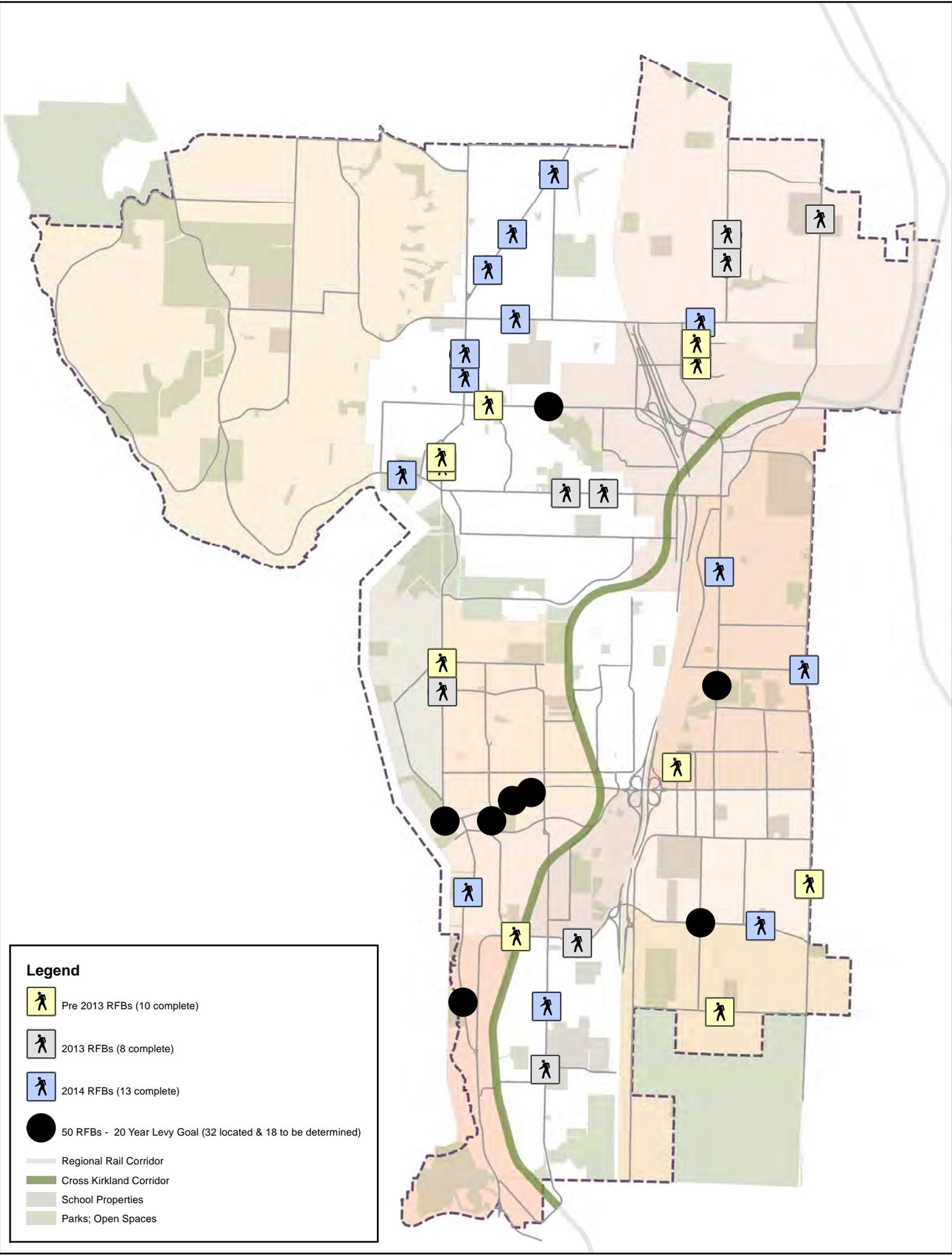
School Properties

Parks; Open Spaces



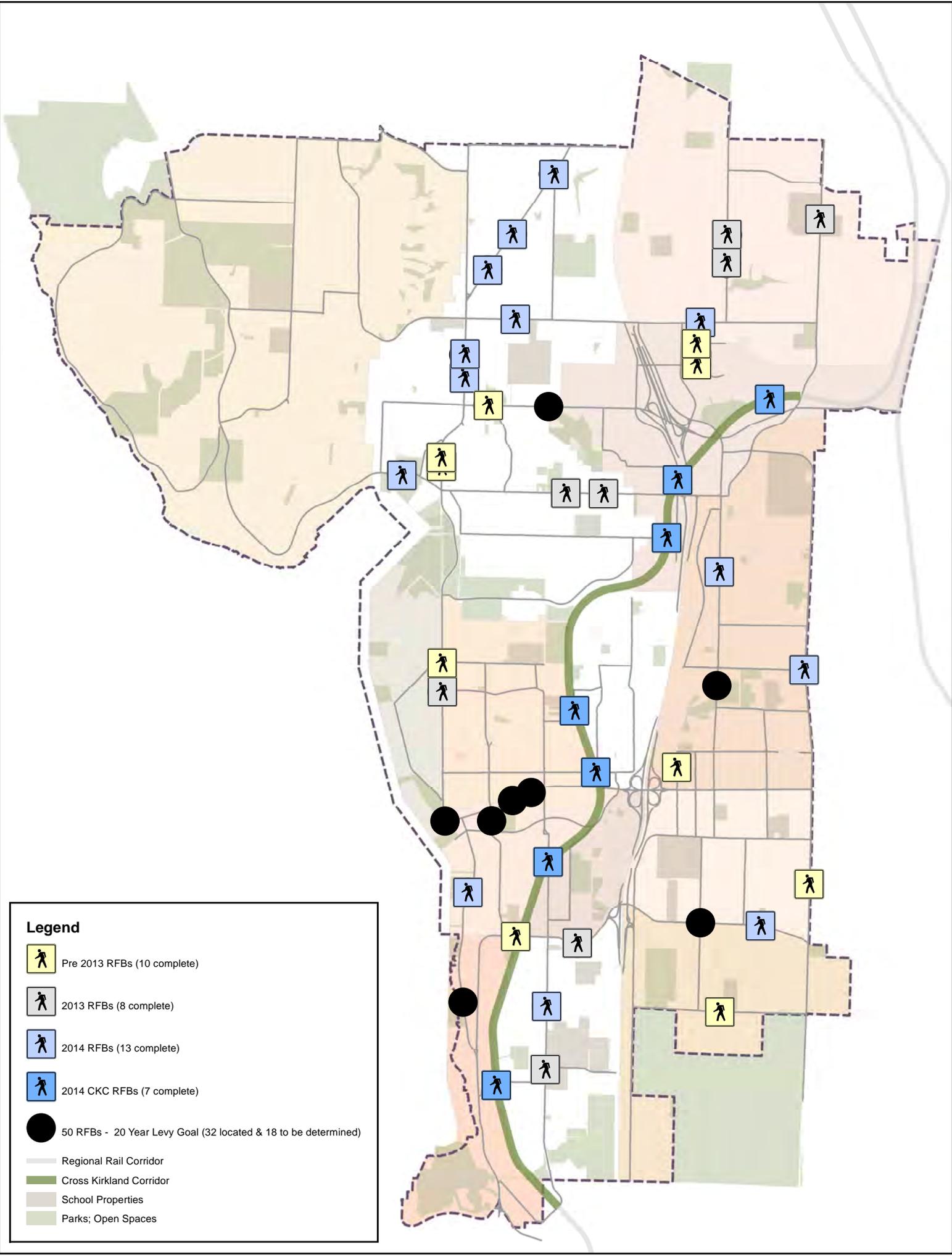
Legend

-  Pre 2013 RFBs (10 complete)
-  2013 RFBs (8 complete)
-  50 RFBs - 20 Year Levy Goal (32 located & 18 to be determined)
-  Regional Rail Corridor
-  Cross Kirkland Corridor
-  School Properties
-  Parks; Open Spaces



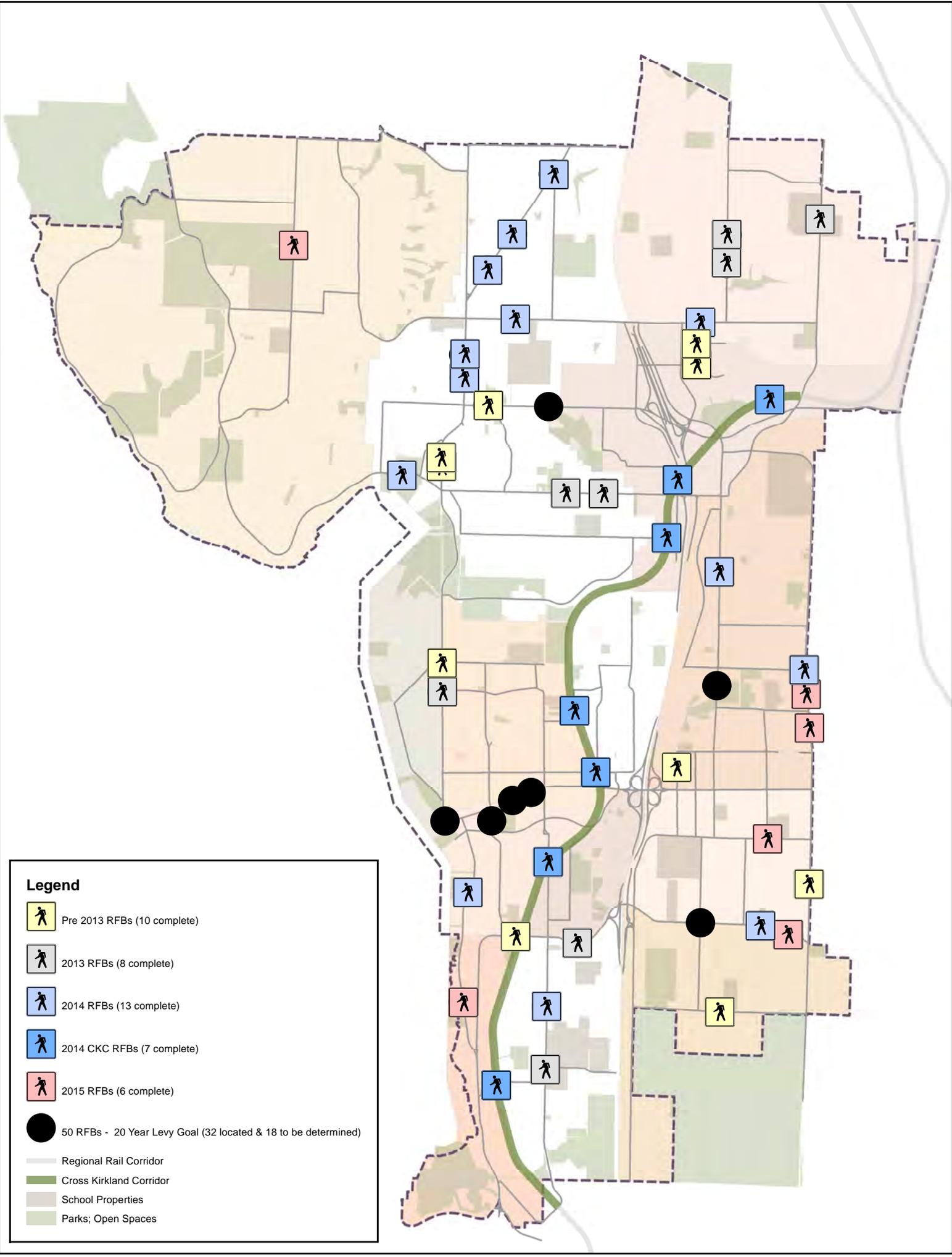
Legend

-  Pre 2013 RFBs (10 complete)
-  2013 RFBs (8 complete)
-  2014 RFBs (13 complete)
-  50 RFBs - 20 Year Levy Goal (32 located & 18 to be determined)
-  Regional Rail Corridor
-  Cross Kirkland Corridor
-  School Properties
-  Parks; Open Spaces



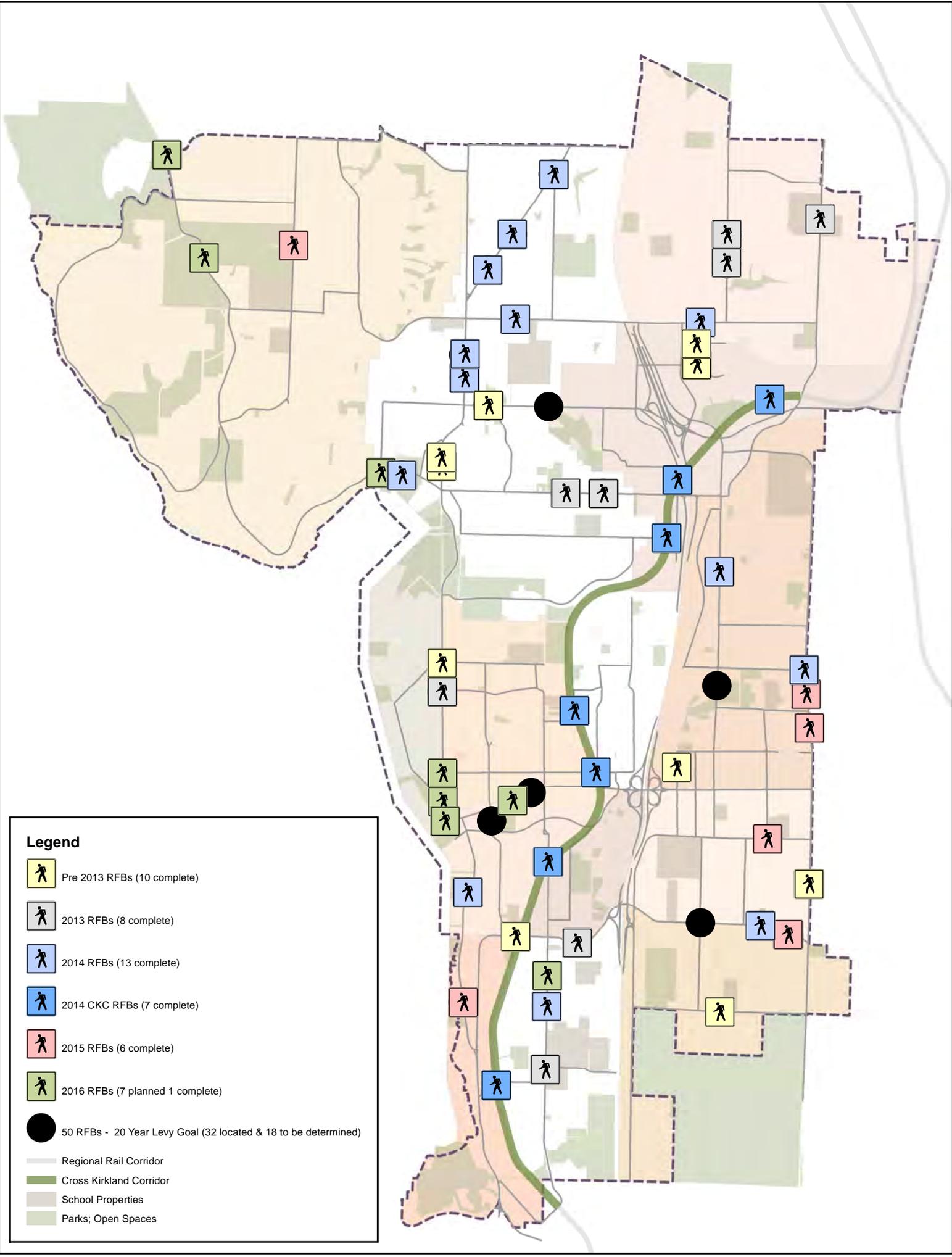
Legend

-  Pre 2013 RFBs (10 complete)
-  2013 RFBs (8 complete)
-  2014 RFBs (13 complete)
-  2014 CKC RFBs (7 complete)
-  50 RFBs - 20 Year Levy Goal (32 located & 18 to be determined)
-  Regional Rail Corridor
-  Cross Kirkland Corridor
-  School Properties
-  Parks; Open Spaces



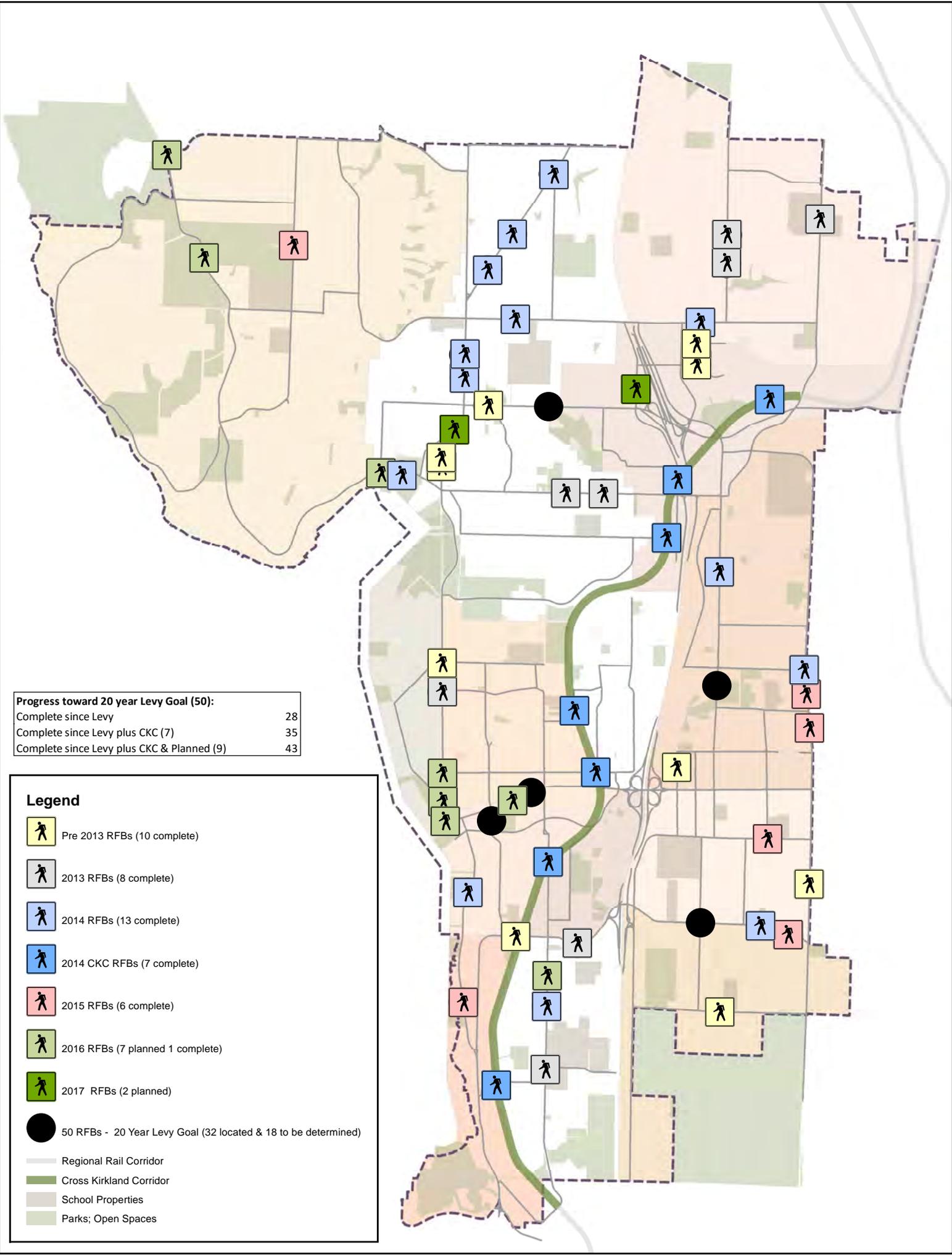
Legend

-  Pre 2013 RFBs (10 complete)
-  2013 RFBs (8 complete)
-  2014 RFBs (13 complete)
-  2014 CKC RFBs (7 complete)
-  2015 RFBs (6 complete)
-  50 RFBs - 20 Year Levy Goal (32 located & 18 to be determined)
-  Regional Rail Corridor
-  Cross Kirkland Corridor
-  School Properties
-  Parks; Open Spaces



Legend

-  Pre 2013 RFBs (10 complete)
-  2013 RFBs (8 complete)
-  2014 RFBs (13 complete)
-  2014 CKC RFBs (7 complete)
-  2015 RFBs (6 complete)
-  2016 RFBs (7 planned 1 complete)
-  50 RFBs - 20 Year Levy Goal (32 located & 18 to be determined)
-  Regional Rail Corridor
-  Cross Kirkland Corridor
-  School Properties
-  Parks; Open Spaces



Progress toward 20 year Levy Goal (50):	
Complete since Levy	28
Complete since Levy plus CKC (7)	35
Complete since Levy plus CKC & Planned (9)	43

Legend

-  Pre 2013 RFBs (10 complete)
-  2013 RFBs (8 complete)
-  2014 RFBs (13 complete)
-  2014 CKC RFBs (7 complete)
-  2015 RFBs (6 complete)
-  2016 RFBs (7 planned 1 complete)
-  2017 RFBs (2 planned)
-  50 RFBs - 20 Year Levy Goal (32 located & 18 to be determined)
-  Regional Rail Corridor
-  Cross Kirkland Corridor
-  School Properties
-  Parks; Open Spaces

School Walk Routes

Goals:

- **Transportation Master Plan:** Develop a method of prioritizing sidewalk projects within the Capital Improvement Program. Locations should be prioritized using the established criteria (see Prioritization section below).
- **Transportation Master Plan:** Paved paths that are separated from auto traffic with a planter strip are considered complete. Areas without sidewalk or where walkers are separated from auto traffic by an extruded curb are not considered complete.
- **Active Transportation Plan:** Complete sidewalk on one side of all school walk route segments of all arterials and collector streets by 2019. (This goal was based on doing the existing school walk route needs as defined within the City limits at the time of the adoption of the Active Transportation Plan in 2009).

Funding:

- Citywide School Walk Route Enhancements (\$4,183,200 total within 2017 to 2022 CIP, including \$1,000,000 prior year (2016))
- Juanita/Finn Hill/Kingsgate (JFK) School Walk Route Enhancements (\$1,000,000 for 2019 and 2020 within the 2017-2022 CIP)
- Private Development Fees and Projects - as assigned

Schedule:

- Complete the 2001 school walk route gaps from by 2019
- Apply for grants for high priority school walk routes to leverage funding in 2017

School Walk Routes

Criteria:

Technical Scoring: Based upon the Transportation Master Plan and over 50 data points per project.

Improve safety—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.

Make Connections—Give high priority to projects that fill gaps by connecting existing sidewalks.

Link to Land Use—Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high. | **Connect to Transit**—Complete walkways that allow easy access to transit, particularly regional transit. | **Connect to the Cross Kirkland Corridor**—Make numerous strong links to the CKC.

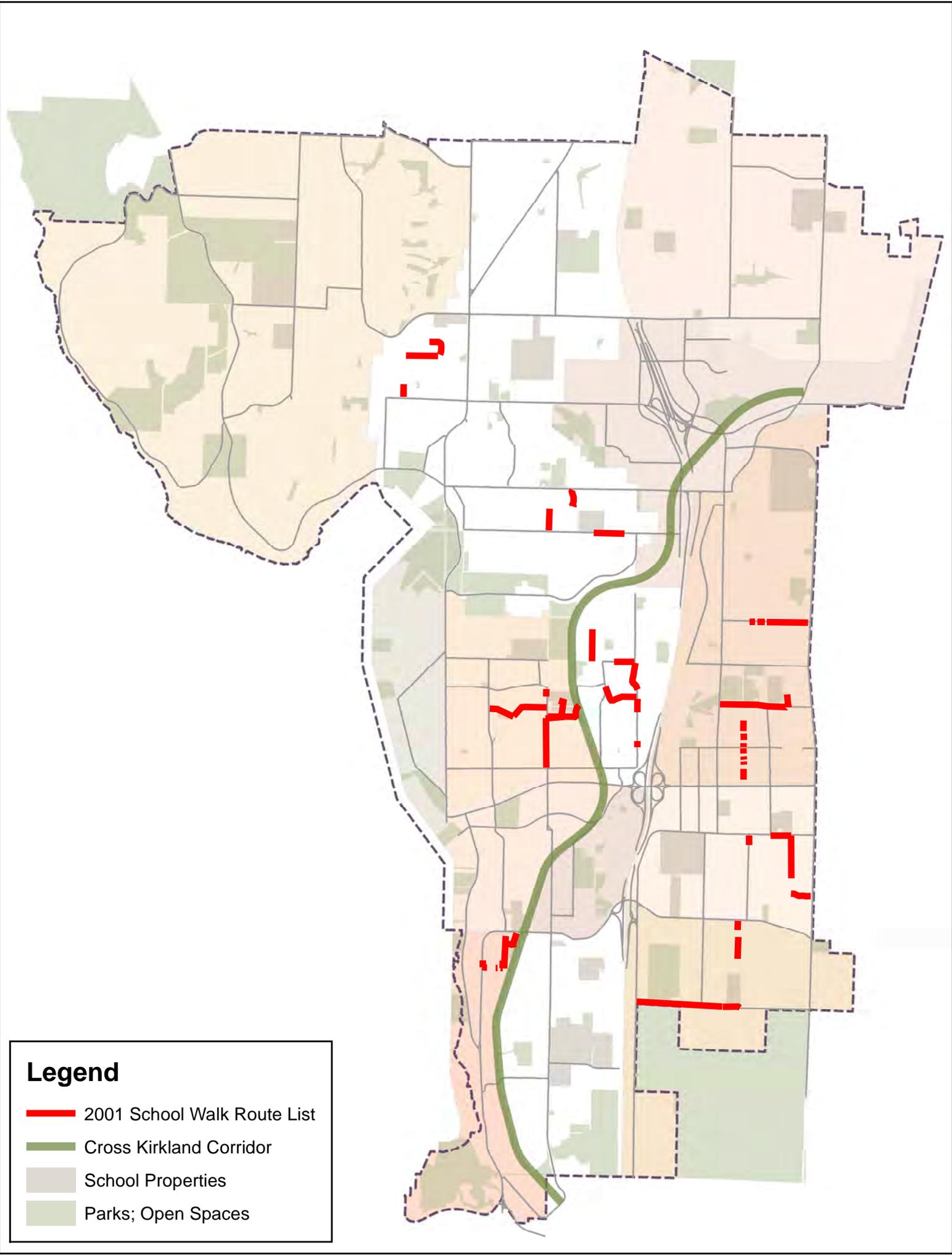
Title VI—It is the City of Kirkland’s policy to ensure full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from programs and activities.

Community input—Because of the scale of pedestrian projects, gathering the on-the-ground knowledge through community input is particularly important in selecting pedestrian projects.

Cost/likeliness to receive grant funding—Projects that have lower cost or that are good candidates for grant funding should generally have a higher priority. However, caution must be exercised so that high cost, high value projects are also considered.

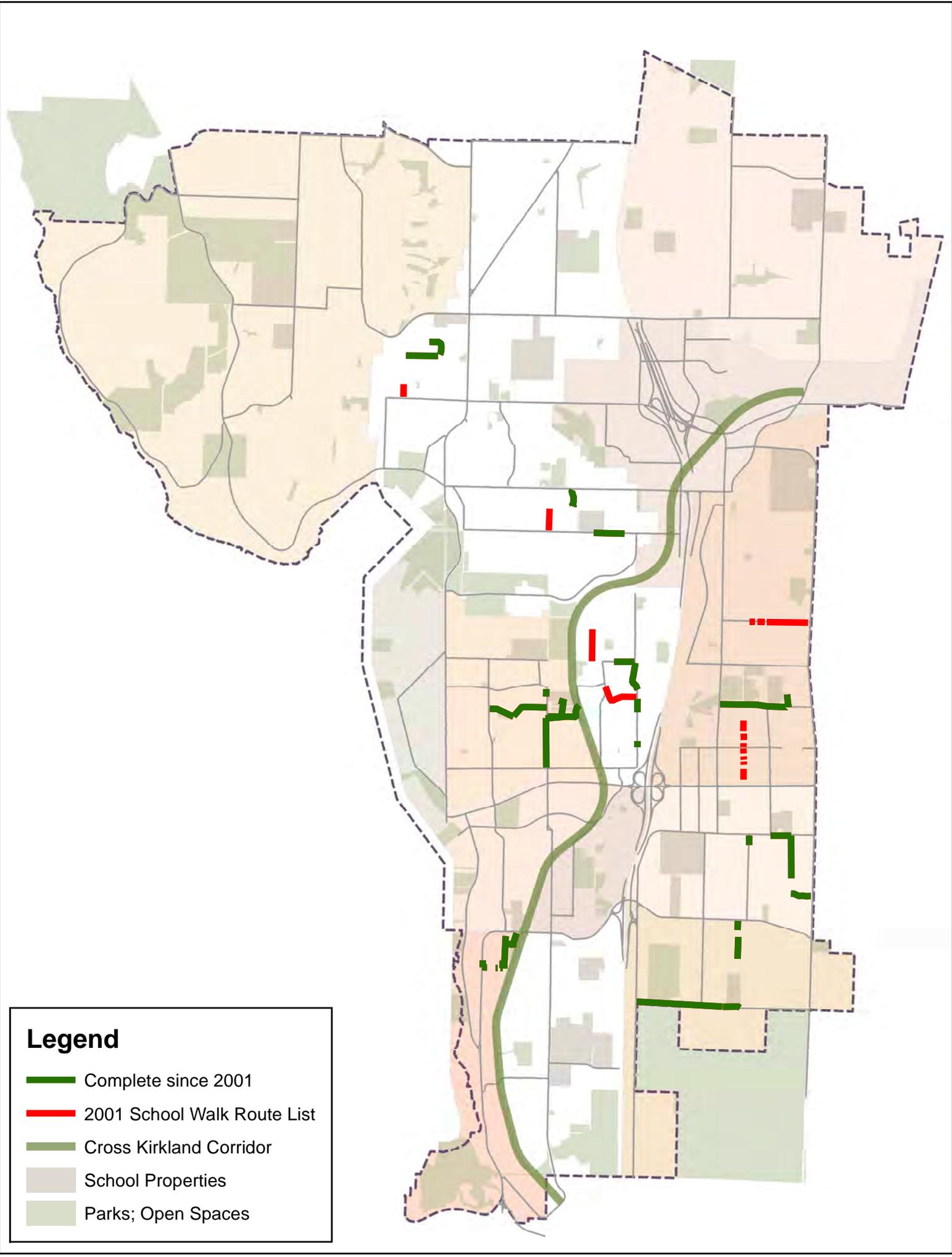
2016 School Walk Route Staff Scoring

Transportation Master Plan Policy		100
Safe and convenient walkways of the appropriate size are a foundation for pedestrian activity. Kirkland's existing codes call for sidewalks on both sides of almost all streets. Because of the high cost to construct sidewalks everywhere, they are missing in many points of Kirkland's system, it is important that clear priorities are used to assign funding to the most worthy projects first. Locations should be prioritized using the following factors:		
Improve safety —Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.		38
Crashes: Based upon pedestrian/bicycle statistical maps from Transportation Group and WSDOT(0–12)	Ped/Bike (1=6, 1<=12)	12
	Vehicle (1=1, 1<=2)	2
Roadway Design: Based upon existing conditions of the roadway. (0–4)	No Sidewalk (0-2)	2
	Number of Lanes (2=1, 2<=2)	2
Volume: Based upon TMP 2 way 24-hour daily auto volume counts on selected roadways. Counts are made every other year. (0–6)	Under 3,000 average daily trips (0)	
	Between 3,001-15,000 average daily trips (3)	
	Over 15,001 average daily trips (6)	6
Roadway Speeds: Based upon posted speed limits, study data (when available), and some anecdotal information. (0–6)	Speed limit 25 MPH and under (0)	
	Speed limit 26–30 MPH (3)	
	Speed limit 30 MPH and above (6)	6
Motorized and Nonmotorized Safety: The project maintains or enhances the safety of the following modes. (0–8)	Bicycle (0-2)	2
	Pedestrian (0-2)	2
	Vehicular (0-2)	2
	Transit (0-2)	2
Make Connections —Give high priority to projects that fill gaps by connecting existing sidewalks.		16
Sidewalks: Existing sidewalk/gravel path (not applicable in park). There are 6 or 8 stages of completed facility. (0–8)	Sidewalk, paved shoulder, or gravel path on both sides (0)	
	Sidewalk, paved shoulder, or gravel path on one side (8)	
	No shoulder or sidewalk either side: must walk in vehicle lane (16)	16
Link to Land Use —Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high. Connect to Transit —Complete walkways that allow easy access to transit, particularly regional transit. Connect to the Cross Kirkland Corridor —Make numerous strong links to the CKC.		20
Walkability: Based upon the TMP walkability scores for roadways in Kirkland. The walkability score is made up of the following factors: proximity to parks, transit, schools, certain kinds of retail (See policy T-5.1 in the Transportation Master Plan). (0–8)	Low—Walkability factor 1-5.5 (0)	
	Moderate—Walkability factor 6-9 (6)	
	High—Walkability factor of 9-13.5 (12)	
	Very High—Walkability factor of 13.5+ (16)	16
Link: The project connects to other multimodal facilities. (0–4)	No link to Pedestrian/Bicycle/Transit Facility (0)	
	Link to Pedestrian OR Bicycle OR Transit Facility (2)	
	Link to Pedestrian AND Bicycle AND Transit Facility (4)	4
Title VI —It is the City of Kirkland's policy to ensure full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from programs and activities.		24
Equity and Social Justice: Based upon WSDOT ALPACA & OSPI Report Card. (0–16) Application for Local Planning and Community Accessibility http://www.wsdot.wa.gov/mapsdata/tools/communityaccessibility/ Office of Superintendent of Public Instruction http://reportcard.ospi.k12.wa.us/summary.aspx?groupLevel=District&schoolId=1519&reportLevel=School&year=2014-15	Minority (<12%=0; 12%-20%=2; 20%<=5)	5
	Free & Reduced Meals (<5%=0; 6%-24%=2; 25%<=5)	5
	Language Block Group (>6%=5)	5
	Disabled (<5%=0; 5%-7%=2; 7%<=5)	5
	Elderly % Over 65 (>10%=2)	2
	Veterans (>5%=2)	2
Community Input —Because of the scale of pedestrian projects, gathering the on-the-ground knowledge through community input is particularly important in selecting pedestrian projects.		2
Neighborhood Association Support: Project was reviewed by the Neighborhood Association and received a priority ranking and is identified on 2015-2020 CIP as a Potential Non-Motorized Project. (0–2)	Project Priority 1 (2)	2
	Project Priority 2 (0)	



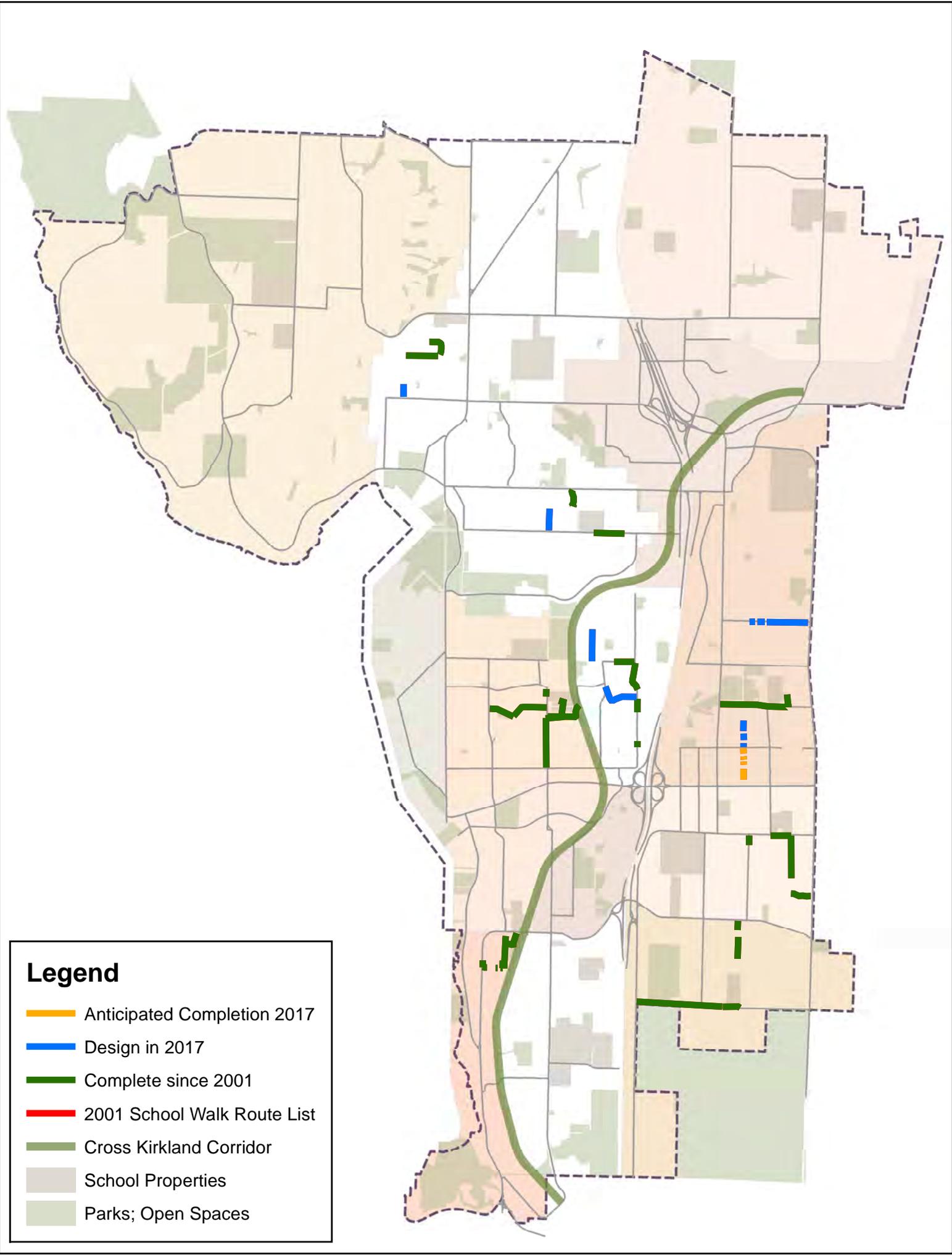
Legend

-  2001 School Walk Route List
-  Cross Kirkland Corridor
-  School Properties
-  Parks; Open Spaces



Legend

- Complete since 2001
- 2001 School Walk Route List
- Cross Kirkland Corridor
- School Properties
- Parks; Open Spaces



Legend

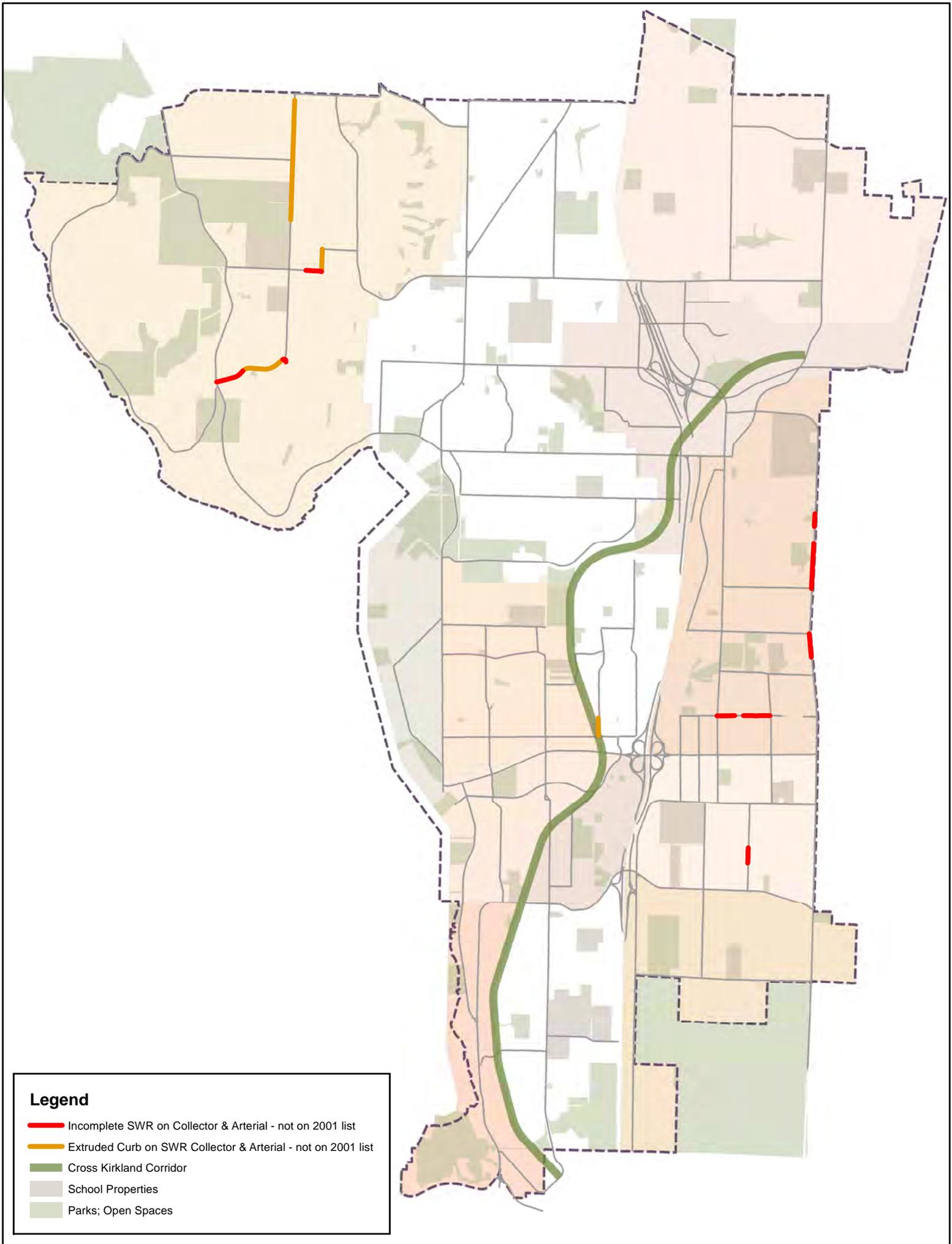
- Anticipated Completion 2017
- Design in 2017
- Complete since 2001
- 2001 School Walk Route List
- Cross Kirkland Corridor
- School Properties
- Parks; Open Spaces

School Walk Routes

2001 Gaps on school walk routes (collector and arterials):

Score

58	MT2	South side of NE 104th Street (132nd Avenue NE to 126th Avenue NE - intermittent)	Mark Twain
		1700 linear feet estimated \$1,020,000	
52	MT1	West side of 126th Avenue NE (NE 85th Street to NE 90th Way) - intermittent)	Mark Twain
		800 linear feet estimated \$480,000	
52	MT1A	West side of 126th Avenue NE (NE 90th Street to NE 94th Way) - intermittent)	Mark Twain
		600 linear feet estimated \$360,000	
48	AGB1	East side of 108th Avenue NE (NE 112th Street to NE 116th Street)	AG Bell
		1200 linear feet estimated \$720,000	
47	JN1	East side of 94th Avenue NE (NE 124th Street to NE 128th Street - intermittent)	Juanita
		620 linear feet estimated \$372,000	
39	PK1	South side of NE 95th Street (116th Avenue NE to 112th Avenue NE)	Peter Kirk
		1300 linear feet estimated \$780,000	
31	PK2	East side of 111th Avenue NE (NE 100th Street to existing sidewalk south of NE 104th Street)	Peter Kirk
		1000 linear feet estimated \$600,000	
Total		7220 linear feet all total estimated \$4,332,000	



Legend

-  Incomplete SWR on Collector & Arterial - not on 2001 list
-  Extruded Curb on SWR Collector & Arterial - not on 2001 list
-  Cross Kirkland Corridor
-  School Properties
-  Parks; Open Spaces

School Walk Routes

Remaining gaps on school walk routes (collector and arterials):

Score

- 60 MT4 NE 90th Street (124th Avenue NE to 126th Lane NE) Mark Twain
400 linear feet estimated \$240,000
- 60 MT4A NE 90th Street (126th Avenue NE to 128th Lane NE) Mark Twain
600 linear feet estimated \$360,000
- 52 CS2 NE 132nd Street (87th Avenue NE to 86th Place NE) Carl Sandberg
200 linear feet estimated \$120,000
- 50 RH1 126th Ave NE (NE 73rd Street to NE 80th Street) Rose Hill
850 linear feet estimated \$510,000
- 49 MT3 132nd Avenue NE (NE 95 Street to NE 100th Street) Mark Twain
280 linear feet estimated \$168,000
- 49 MT5 132nd Avenue NE (NE 104th Street to NE 110th Place - intermittent) Mark Twain
840 linear feet estimated \$504,000
- 48 CS1 NE 122nd Place (some existing extruded curb - NE Juanita Drive to NE 124th Street) Carl Sandberg
725 linear feet estimated \$435,000
- 36 PK6 7th Ave from 6th St to 6th Ave Peter Kirk
410 linear feet estimated \$246,000

Total 4305 linear feet total estimated \$2,583,000

School Walk Routes

Extruded curbs on school walk routes (collector and arterials):

84th Avenue NE (intermittent from City limits to NE 122nd Place) Carl Sandberg

87th Avenue NE (NE 132nd Street to NE 134th Street) Carl Sandberg

112th Avenue NE (NE 87th Street to NE 88th Street) Peter Kirk

530 linear feet estimated \$318,000

Neighborhood Safety Program

Program Goals:

- Re-energize neighborhoods
- Provide an incentive for neighborhood participation
- Address safety needs
- Foster neighborhood self-help and build a sense of community
- Increase collaboration within neighborhoods, between neighborhoods, and with City Hall Leverage funding with match contributions and/or other agency grants
- Collaborate with businesses, schools, PTSA's, Kirkland Greenways, and other organizations
- Create an equitable distribution of improvements throughout the City

Funding Sources:

- Street Levy: \$150,000/year
- Walkable Kirkland: \$200,000/year until 2020
- Private Development Fees and Projects - as assigned

Schedule: Annual program with construction in the spring/summer

Neighborhood Safety Program

Funding Criteria:

Project idea due: November 3, 2016

Project Conference: January 10 or 12, 2017

Applications Available: January 10, 2017

Applications Due: January 23, 2017

Staff review: January 24–31, 2017

Panel review: February 8, 2017

Panel decision: February 22, 2017

Transportation Commission review: March 22, 2017

City Council decision: April 4, 2017

Projects announced: April, 2017

Projects completed by: June 1, 2018

Neighborhood Safety Program

Funding Criteria:

Technical Scoring: Based upon the Transportation Master Plan - over 30 data points per project.

Improve safety—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.

Make Connections—Give high priority to projects that fill gaps by connecting existing sidewalks.

Link to Land Use—Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high.

Connect to Transit—Complete walkways that allow easy access to transit, particularly regional transit.

Connect to the Cross Kirkland Corridor—Make numerous strong links to the CKC.

Title VI—It is the City of Kirkland's policy to ensure full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from programs and activities.

Community input—Because of the scale of pedestrian projects, gathering the on-the-ground knowledge through community input is particularly important in selecting pedestrian projects.

Cost/likeliness to receive grant funding—Projects that have lower cost or that are good candidates for grant funding should generally have a higher priority. However, caution must be exercised so that high cost, high value projects are also considered.

Neighborhood Safety Program

Funding Criteria:

2017 Neighborhood Safety Program Panel Scoring

<p>Neighborhood Safety Program</p> <p>The City Council authorized the Neighborhood Safety Program (NSP) in June 2014. The purpose of the Program is to reenergize Neighborhood Associations by empowering them to work collaboratively to identify, prioritize and address pedestrian and bicycle safety issues in Kirkland neighborhoods. The Program is funded by voter approved 2012 Streets Levy (\$150,000 per year) and City Council's Walkable Kirkland Initiative (\$200,000 per year until 2020). Each year there is a total of \$350,000 available for projects citywide under \$50,000.</p>	100
<p>Neighborhood Benefit/Support (Up to 60 points)</p>	
<p>Neighborhood Benefit: Consider the following factors when deciding how many points to assign to each project:</p> <ul style="list-style-type: none"> • How many people does this project benefit? • Do the beneficiaries include school kids or other vulnerable populations? • How unsafe is the current situation? • Does the benefit justify the cost? • Does the project create an important pedestrian or bicycle connection (e.g., to a business district, park, or school)? <p>Neighborhood Support: Is there support for the project within the neighborhood (e.g., businesses, schools, and PTAs)? Were adjacent neighbors who will be impacted by the project contacted (e.g., street lights)? Were letters, emails, or a petition submitted with the application?</p>	60
<p>Community Benefit/Support (Up to 20 points)</p>	
<p>Community Benefit: Consider the following factors when deciding how many points to assign to each project:</p> <ul style="list-style-type: none"> • Does this project benefit people outside the neighborhood? • Does the project create a community-wide connection? <p>Community Support: Is there broad community support for the project outside the neighborhood (e.g., businesses, schools, PTAs, and community groups)? Were letters, emails, or a petition submitted with the application?</p>	20
<p>Neighborhood Priority (Up to 10 points)</p>	
<p>Project was reviewed by the Neighborhood Association and received a priority ranking:</p> <ul style="list-style-type: none"> • Priority 1 (or only project): 10 • Priority 2: 0 	10
<p>Neighborhood/Community Project Partnership (Up to 10 points)</p>	
<p>Neighborhood(s) or community organization(s) are contributing to this project (e.g. donations or volunteer hours) and their roles have been identified.</p>	10

Neighborhood Safety Program

Funding Criteria:

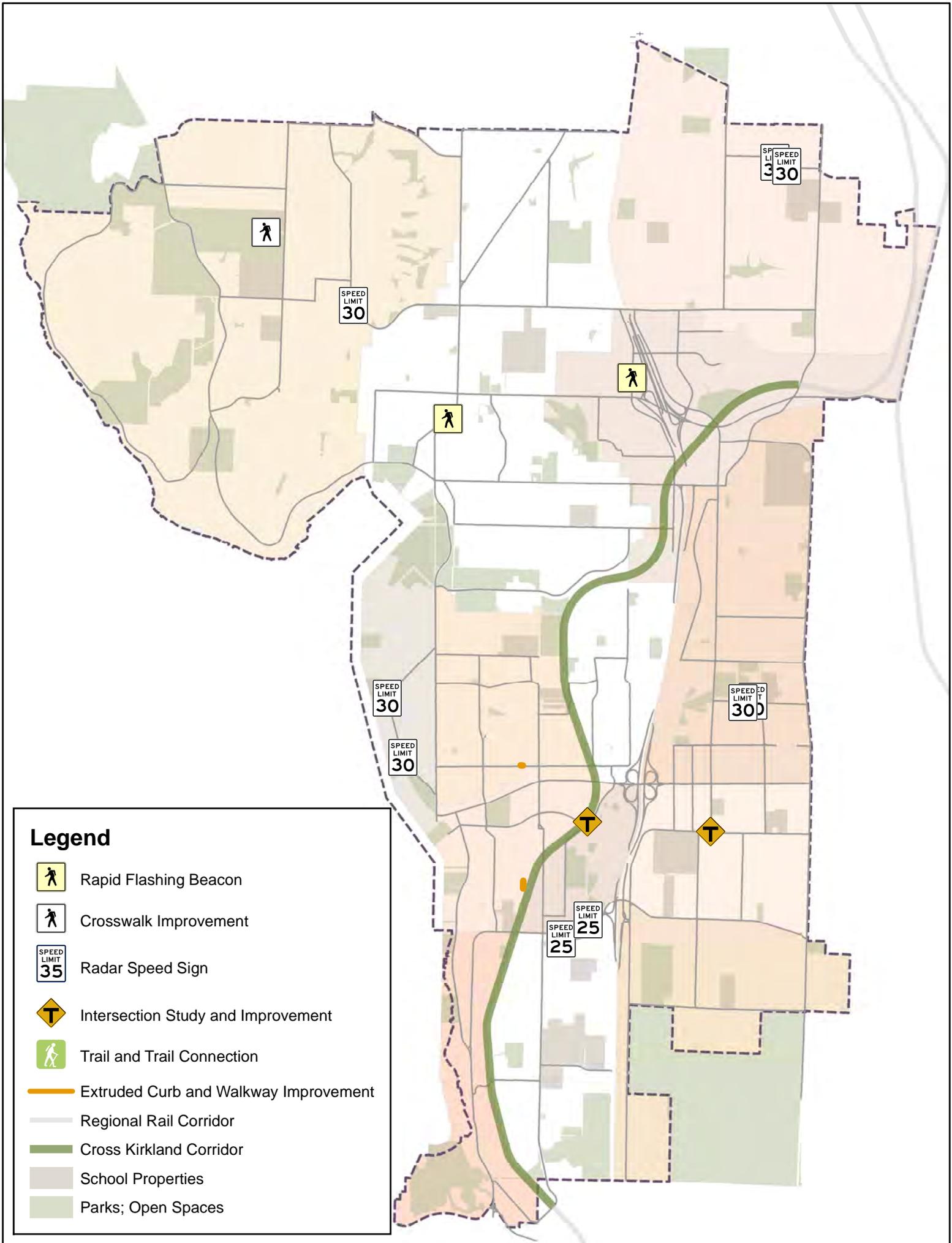
2017 Neighborhood Safety Program Staff Scoring

Transportation Master Plan Policy		100
Safe and convenient walkways of the appropriate size are a foundation for pedestrian activity. Kirkland's existing codes call for sidewalks on both sides of almost all streets. Because of the high cost to construct sidewalks everywhere, they are missing in many points of Kirkland's system, it is important that clear priorities are used to assign funding to the most worthy projects first. Locations should be prioritized using the following factors:		
Transportation Master Plan: Improve safety—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.		
Accidents: Based upon pedestrian/bicycle statistical maps from Transportation Group (0-6)	Ped/Bike accident (1 x 2)	6
Roadway Design: Based upon existing conditions of the roadway. (0-8)	Sidewalk/Shoulder (0-2)	2
	Right of Way width (0-2)	2
	Existing striping (0-2)	2
	Sight distance (0-2)	2
Volume: Based upon TMP 2 way 24-hour daily auto volume counts on selected roadways. Counts are made every other year. (0-4)	Under 3,000 average daily trips (0)	
	Between 3,001-15,000 average daily trips (2)	
	Over 15,001 average daily trips (4)	4
Roadway Speeds: Based upon posted speed limits, study data (when available), and some anecdotal information. (0-8)	Speed limit 25 MPH and under no speeding (0) Exceeds posted 25 MPH (2)	
	Speed limit 26-30 MPH no speeding (2) Exceeds posted 26-30 MPH (4)	
	Speed limit 30 MPH and above (6) Exceeds posted speed limit (8)	8
Motorized and Nonmotorized Safety: The project maintains or enhances the safety of the following modes. (0-8)	Bicycle (0-2)	2
	Pedestrian (0-2)	2
	Vehicular (0-2)	2
	Transit/HOV (0-2)	2
Transportation Master Plan: Make Connections—Give high priority to projects that fill gaps by connecting existing sidewalks.		
Sidewalks: Existing sidewalk/gravel path (not applicable in park). There are 6 or 8 stages of completed facility. (0-8)	Sidewalk, paved shoulder, or gravel path on both sides (0)	
	Sidewalk, paved shoulder, or gravel path on one side (4)	
	No shoulder or sidewalk either side: must walk in vehicle lane (8)	8
School Walk Route: The project extends, adds or completes a nonmotorized system identified in the School Walk Route gap analysis data. (0-8)	Not located on a School Walk Route (0)	
	Improves School Walk Route where sidewalk (or extruded curb) exists on at least one side of the road (4)	
	Improves School Walk Routes where no sidewalk (or extruded curb) exists on either side of the road (8)	8
Transportation Master Plan: Link to Land Use—Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high. Connect to Transit—Complete walkways that allow easy access to transit, particularly regional transit. Connect to the Cross Kirkland Corridor—Make numerous strong links to the CKC.		
Walkability: Based upon the TMP walkability scores for roadways in Kirkland. The walkability score is made up of the following factors: proximity to parks, transit, schools, certain kinds of retail (See policy T-5.1 in the Transportation Master Plan). (0-8)	Low—Walkability factor 1-5.5 (0)	
	Moderate—Walkability factor 6-13 (4)	
	High—Walkability factor of 13.5- (8)	8
Community Facilities: Based upon GIS generated maps showing facilities. (0-4)	Within 1/4 miles of a Hospital (0-2)	2
	Within two-block radius of senior housing/assisted living (0-2)	2
	Within 1/4 mile of City owned facility or Boys and Girls Club (0-2)	2
Density: Based upon the GIS generated maps showing number of single and multi-family units. (0-4)	0-1,000 housing units (0)	
	1,001-2,000 housing units (2)	
	2,001+ housing units (4)	4
Link: The project connects to other multimodal facilities. (0-4)	No link to Pedestrian/Bicycle/Transit (such as CKC) (0)	
	Link to Pedestrian or Bicycle or Transit (such as CKC) (2)	
	Link to Pedestrian and Bicycle AND Transit (such as CKC) (4)	4
Transportation Master Plan: Title VI—It is the City of Kirkland's policy to ensure full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from programs and activities.		
Equity and Social Justice: Based upon Census maps by tract level. (0-12)	Ethnic Diversity (0-2)	2
	Low income (0-2)	2
	Non English speaking (0-2)	2
	Disabled (0-2)	2
	Elderly (0-2)	2
	Veterans (0-2)	2
American Disability Act (ADA) Standards: Project generally meets accepted practices and standards. (0-4)	Yes (4)	4
	No (0)	
Transportation Master Plan: Community input—Because of the scale of pedestrian projects, gathering the on-the-ground knowledge through community input is particularly important in selecting pedestrian projects.		
Consistency with Plans: Based upon Neighborhood Plan(s), Park, Recreation, and Open Space (PROS) Plan, and Cross Kirkland Corridor Master Plan. (0-2)	Aligns with existing plan (2)	2
	Does not align with existing plan (0)	
Neighborhood Association Support: Project was reviewed by the Neighborhood Association and received a priority ranking. (0-2)	Project Priority 1 (2)	2
	Project Priority 2 (0)	
Transportation Master Plan: Cost/likelihood to receive grant funding—Projects that have lower cost or that are good candidates for grant funding should generally have a higher priority. However, caution must be exercised so that high cost, high value projects are also considered.		
Project is paired with a good potential grant candidate. NSP funds can be City match or an element of the grant project. (0-4)	Yes (4)	4
	No (0)	
Maintenance		
Maintenance of Project: Impacts to existing City maintenance needs. (0-4)	Greater maintenance than existing (0)	
	Same maintenance as existing (2)	
	Less maintenance than existing (4)	4

Neighborhood Safety Program

2017 NSP Project Recommendations

2017 Neighborhood Safety Program Project Recommendations			General Cost Estimate	
Points	NSP #	Project Name	Low (K)	High (K)
Top Priorities				
149	17NSP01	Radar Speed Signs on NE 143rd Street and 132nd and 128th Avenue NE	\$35	\$50
136	17NSP02	Rapid Flashing Beacon on NE 120th Place south of NE 122nd Street	\$35	\$50
133	17NSP03	Crosswalk Improvement at NE 138th Street and 84th Avenue NE	\$15	\$34
130	17NSP04	Rapid Flashing Beacon on 116th Avenue NE at 12500 block	\$35	\$50
130	17NSP05	Radar Speed Signs on NE 68th Street at 11200 and 6700 block with reflective curb (Scope could be reduced).	\$35	\$50
123	17NSP06	Intersection Improvements on Kirkland Way and Railroad Avenue	\$50	\$50
120	17NSP07	Intersection Improvements on 124th Avenue NE and NE 80th Street	\$50	\$50
Total Cost Estimates			\$255	\$334
Moderate Priorities				
117	17NSP08	Radar Speed Signs on NE 95th Street near 127th Avenue NE	\$35	\$50
107	17NSP09	Radar Speed Sign on 90th Avenue/NE 131st Way west of 94th Avenue NE	\$15	\$34
103	17NSP10	Walkway on 7th Avenue at 5th Street	\$35	\$50
102	17NSP11	Walkway on 5th Street S and 7th Avenue	\$1	\$14
86	17NSP12	MK_1_ Radar Speed Signs on Waverly Way and TBD	\$35	\$50
Total Cost Estimates			\$376	\$532
Lower Priorities				
80	17NSP13	Street Lighting on 3rd Ave to 5th Place South	\$1	\$14
73	17NSP14	Trail/Bridge Improvements on 111th Avenue NE at NE 95th Street	\$15	\$34
48	17NSP15	Walkway Improvement on NE 98th Street at 111th Avenue NE	\$1	\$14
Grand Total Cost Estimates			\$393	\$594

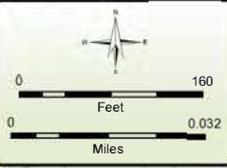


**Estimate:
\$35-50K**

**Radar Speed Sign
Location to be determined**

**Radar Speed Sign
Location to be determined**

- LEGEND**
- Stream (Open)
 - Trail (Paved)
 - Trail (Unpaved)
 - Trail (Unknown)
 - Existing Crosswalks
 - School Walk Route
 - Existing Sidewalk
 - Wetlands
 - Buildings
 - Parks / Open Spaces
 - Schools
 - Parcels
 - Cross Kirkland Corridor
 - Regional Rail Corridor
 - City Limits



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Date Saved: 1/26/2017 12:24:36 PM

**EH 1 Radar Speed Signs on NE 143rd Street
and 132nd and 128th Avenue NE**

**Kamiaki
Jr High**

**Estimate:
\$35-50K**

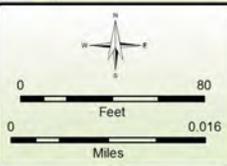
NE 122nd St

Rapid Flashing Beacon

Rapid Flashing Beacon

LEGEND

-  Stream (Open)
-  Trail (Paved)
-  Trail (Unpaved)
-  Trail (Unknown)
-  Existing Crosswalks
-  School Walk Route
-  Existing Sidewalk
-  Wetlands
-  Buildings
-  Parks / Open Spaces
-  Schools
-  Parcels
-  Cross Kirkland Corridor
-  Regional Rail Corridor
-  City Limits



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**JN 1 Rapid Flashing Beacon on 100th Avenue NE
south of NE 122nd Street**

Ave NE

Estimate:
\$15-34K

Henry David
Thoreau
Elementary

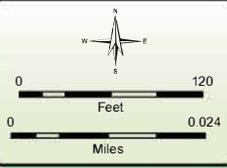
84th Ave NE

NE 138th St

NE 137th Ct

Bump out to
protect pedestrian
from car turning but
not to impact
bike lane

- LEGEND**
- Stream (Open)
 - Trail (Paved)
 - Trail (Unpaved)
 - Trail (Unknown)
 - Existing Crosswalks
 - School Walk Route
 - Existing Sidewalk
 - Wetlands
 - Buildings
 - Parks / Open Spaces
 - Schools
 - Parcels
 - Cross Kirkland Corridor
 - Regional Rail Corridor
 - City Limits



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 Name: 2017 Project Base Map
 Date Saved: 1/31/2017 4:26:19 PM

FH_1_Crosswalk improvement at NE 138th St and 84th Ave NE

TL 1 Rapid Flashing Beacon at
116th Avenue NE

Estimate:
\$35-50K

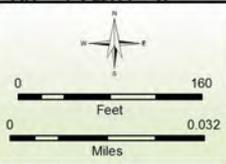
NE 128th St

116th Ave NE

Install Rapid Flashing Beacon

LEGEND

- Existing Crosswalks
- School Walk Route
- Existing Sidewalk
- Buildings
- Parks / Open Spaces
- Schools
- Parcels
- Cross Kirkland Corridor
- Regional Rail Corridor
- City Limits



Author: Name In Map Doc Properties
Name:
Date Saved: never never

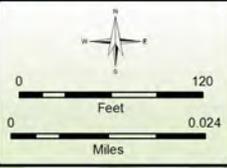
**Estimate:
\$35-50K**

**Radar Speed Sign
Location to be determined**

**Radar Speed Sign
Location to be determined**

**Reflectors
on Curbs
Length/location
to be determined**

- LEGEND**
- Stream (Open)
 - Trail (Paved)
 - Trail (Unpaved)
 - Trail (Unknown)
 - Existing Crosswalks
 - School Walk Route
 - Existing Sidewalk
 - Wetlands
 - Buildings
 - Parks / Open Spaces
 - Schools
 - Parcels
 - Cross Kirkland Corridor
 - Regional Rail Corridor
 - City Limits



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Name: 2017 Project Base Map
Date Saved: 1/31/2017 4:26:19 PM

**CH 1 Radar Speed Sign on NE 68th Street
and 110th (and reflective curb)**

**Estimate:
\$50K**

9th Ln

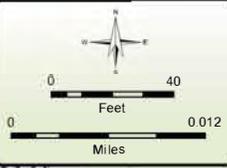
Kirkland Way

New Turn Lane

Mountable Curbed Island

Painted Island
And New Stop Sign &
Stop Bar

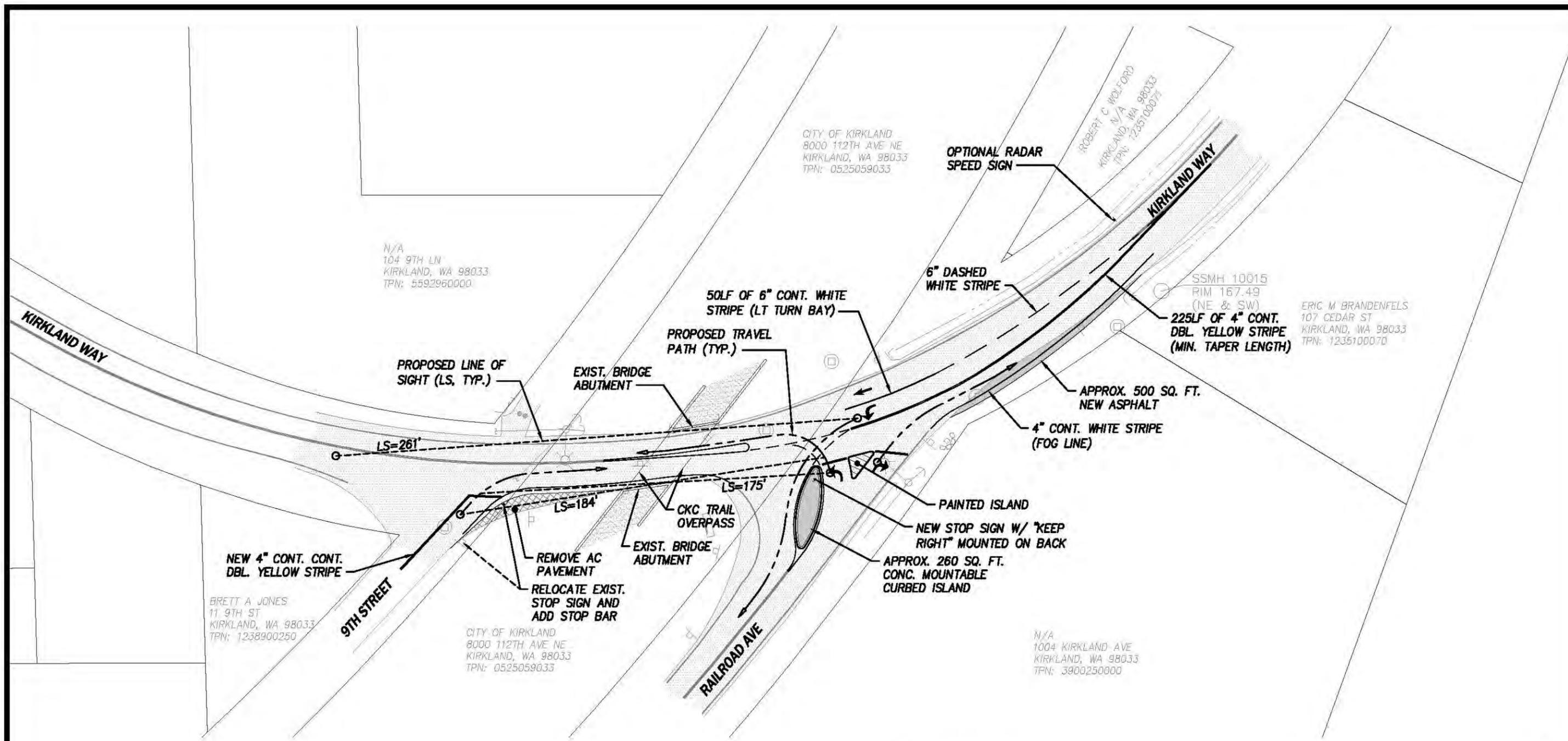
- LEGEND**
-  Stream (Open)
 -  Trail (Paved)
 -  Trail (Unpaved)
 -  Trail (Unknown)
 -  Existing Crosswalks
 -  School Walk Route
 -  Existing Sidewalk
 -  Wetlands
 -  Buildings
 -  Parks / Open Spaces
 -  Schools
 -  Parcels
 -  Cross Kirkland Corridor
 -  Regional Rail Corridor
 -  City Limits



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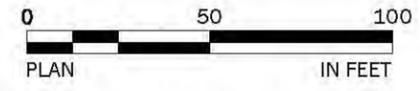
EV_1_Intersection Improvements Kirkland Way and CKC Bridge

10th PI S



BASE MAP NOTE:
 THE EXISTING TOPOGRAPHIC CONTOURS, BOUNDARY, AND OTHER PLANIMETRIC INFORMATION SHOWN ON THIS BASE MAP AND USED AS THE BASIS FOR DESIGN WAS PREPARED BY CPH CONSULTANTS, LLC FROM AVAILABLE PUBLIC LIDAR, GIS, AND OTHER DIGITAL ELEVATION DATA SOURCES, WITH SOME SUPPLEMENTAL FIELD SURVEY DATA FOR SPECIFIC PROJECTS. IT DOES NOT REFLECT SURVEY ACCURACY IN MOST CASES. THE ACCURACY OF THE SOURCE DATA PUBLISHED OR PROVIDED BY OTHERS AS USED IN THE PREPARATION OF THIS BASE MAP IS NOT KNOWN OR OTHERWISE WARRANTED. THE CONTRACTOR SHALL CONFIRM ACTUAL FIELD CONDITIONS AND NOTIFY ENGINEER OF ANY CONFLICTS OR DISCREPANCIES PRIOR TO CONSTRUCTION.

CPH
CONSULTANTS
 Site Planning • Civil Engineering
 Land Use Consulting • Project Management
 11431 Willows Rd. NE, Suite 120
 Redmond, WA 98052
 Phone: (425) 285-2390 | FAX: (425) 285-2389
 www.cphconsultants.com



JANUARY 12, 2017

MITIGATIVE OPTION 3
FIGURE 4

p:\project\002\15008\dwg\exhibit\tech\memo_figures\KRAVE - OPTION 3.dwg
 1/13/2017 4:19 PM THOMAS JOACHIMIDES

**Estimate:
\$50K**

**Install Green Thermoplastic
Bike Lane Paint**

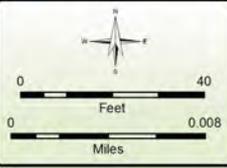
**Remove and Replace Existing Sidewalk,
Curb, Gutter and Add New ADA Ramps
(Bump Out)**

**Relocate Existing Crosswalk
and Stop Bar (7' to the north)**

**Remove and Replace Existing
Sidewalk and Add New ADA Ram**

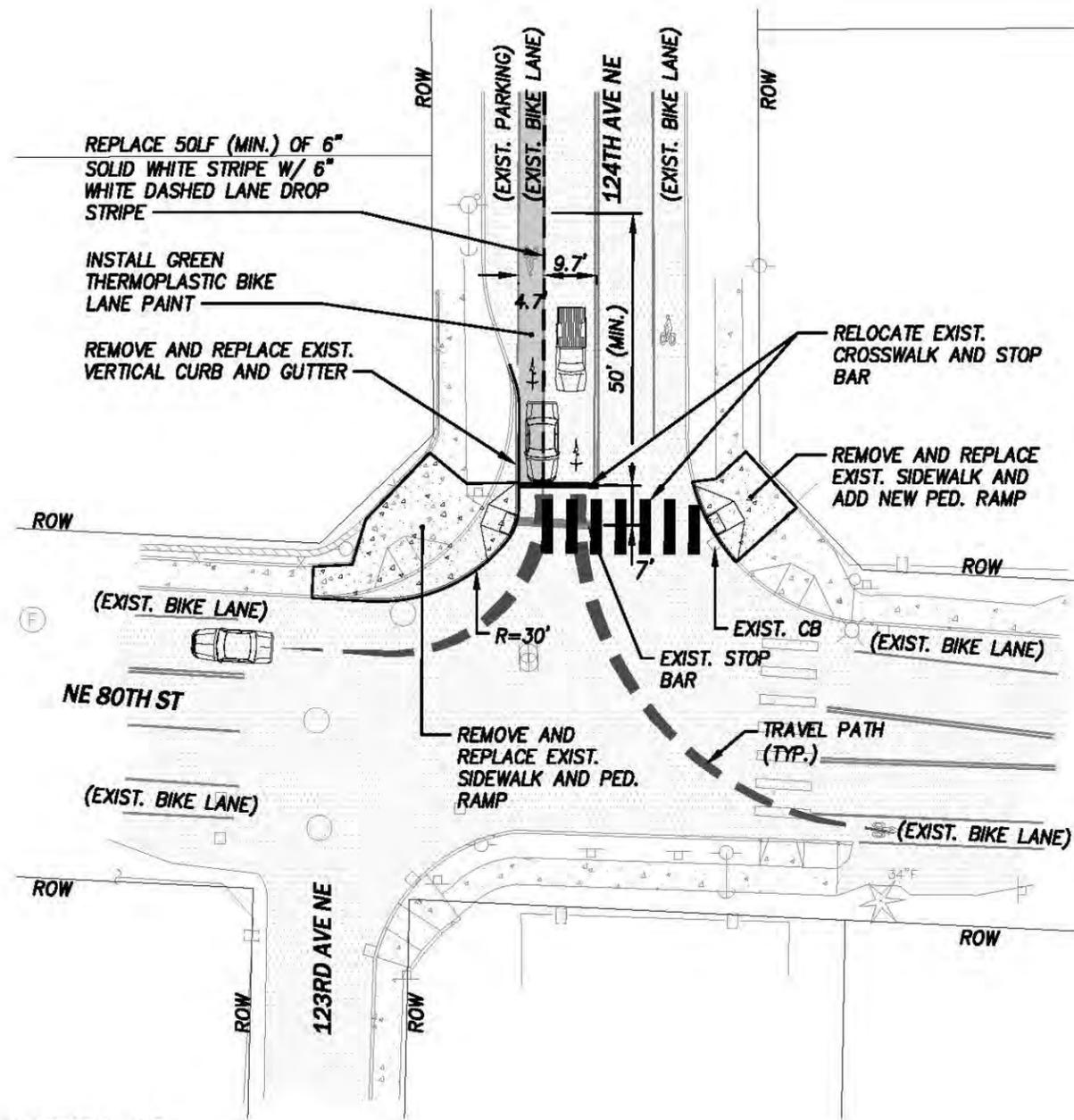
NE 80th St

- LEGEND**
- Stream (Open)
 - Trail (Paved)
 - Trail (Unpaved)
 - Trail (Unknown)
 - Existing Crosswalks
 - School Walk Route
 - Existing Sidewalk
 - Wetlands
 - Buildings
 - Parks / Open Spaces
 - Schools
 - Parcels
 - Cross Kirkland Corridor
 - Regional Rail Corridor
 - City Limits



Author: Name In Map Doc Properties
Name: 2017 Project Base Map
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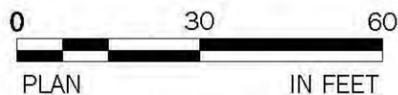
**SRHBT 1 Intersection Improvements on 124th Avenue NE
at NE 80th Street**



OPTION 1A

CPH
CONSULTANTS

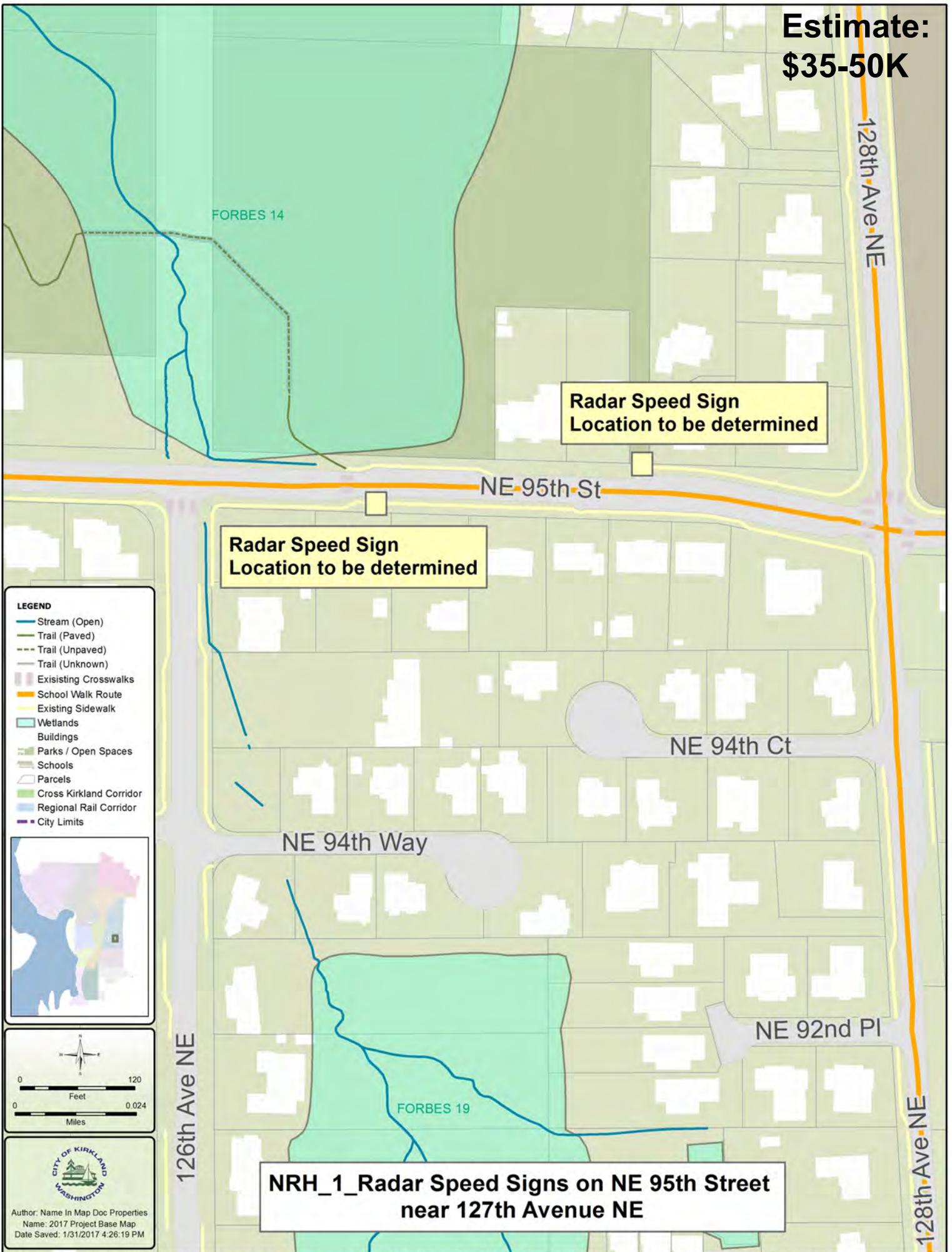
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**Estimate:
\$35-50K**

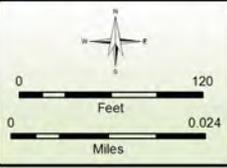


**Radar Speed Sign
Location to be determined**

**Radar Speed Sign
Location to be determined**

**NRH_1_Radar Speed Signs on NE 95th Street
near 127th Avenue NE**

- LEGEND**
- Stream (Open)
 - Trail (Paved)
 - Trail (Unpaved)
 - Trail (Unknown)
 - Existing Crosswalks
 - School Walk Route
 - Existing Sidewalk
 - Wetlands
 - Buildings
 - Parks / Open Spaces
 - Schools
 - Parcels
 - Cross Kirkland Corridor
 - Regional Rail Corridor
 - City Limits



Author: Name In Map Doc Properties
Name: 2017 Project Base Map
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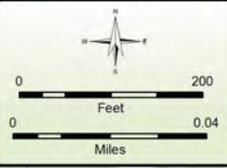
**Estimate:
\$15-34K**



**Install Radar Speed Sign
Location to be determined**

**FH_2_Radar Speed Sign on 90th Avenue
and NE 131st Way to 94th Ave**

- LEGEND**
- Stream (Open)
 - Trail (Paved)
 - Trail (Unpaved)
 - Trail (Unknown)
 - Existing Crosswalks
 - School Walk Route
 - Existing Sidewalk
 - Wetlands
 - Buildings
 - Parks / Open Spaces
 - Schools
 - Parcels
 - Cross Kirkland Corridor
 - Regional Rail Corridor
 - City Limits



Author: Name In Map Doc Properties
Name: 2017 Project Base Map
Date Saved: 1/31/2017 4:26:19 PM

**Estimate:
\$35-50K**

5th St

8th Ave

Install Sidewalk

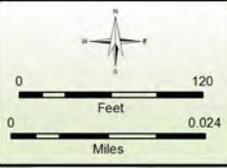
7th Ave

6th Ave

4th Ave

5th St

- LEGEND**
- Stream (Open)
 - Trail (Paved)
 - Trail (Unpaved)
 - Trail (Unknown)
 - Existing Crosswalks
 - School Walk Route
 - Existing Sidewalk
 - Wetlands
 - Buildings
 - Parks / Open Spaces
 - Schools
 - Parcels
 - Cross Kirkland Corridor
 - Regional Rail Corridor
 - City Limits



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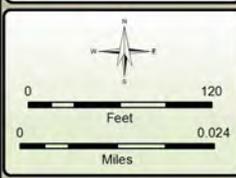
NK_1_Sidewalk on 7th Avenue at 5th Street

**Estimate:
\$1-14K**

**Clear gravel,
rocks, vegetation
and build gravel
walkway**

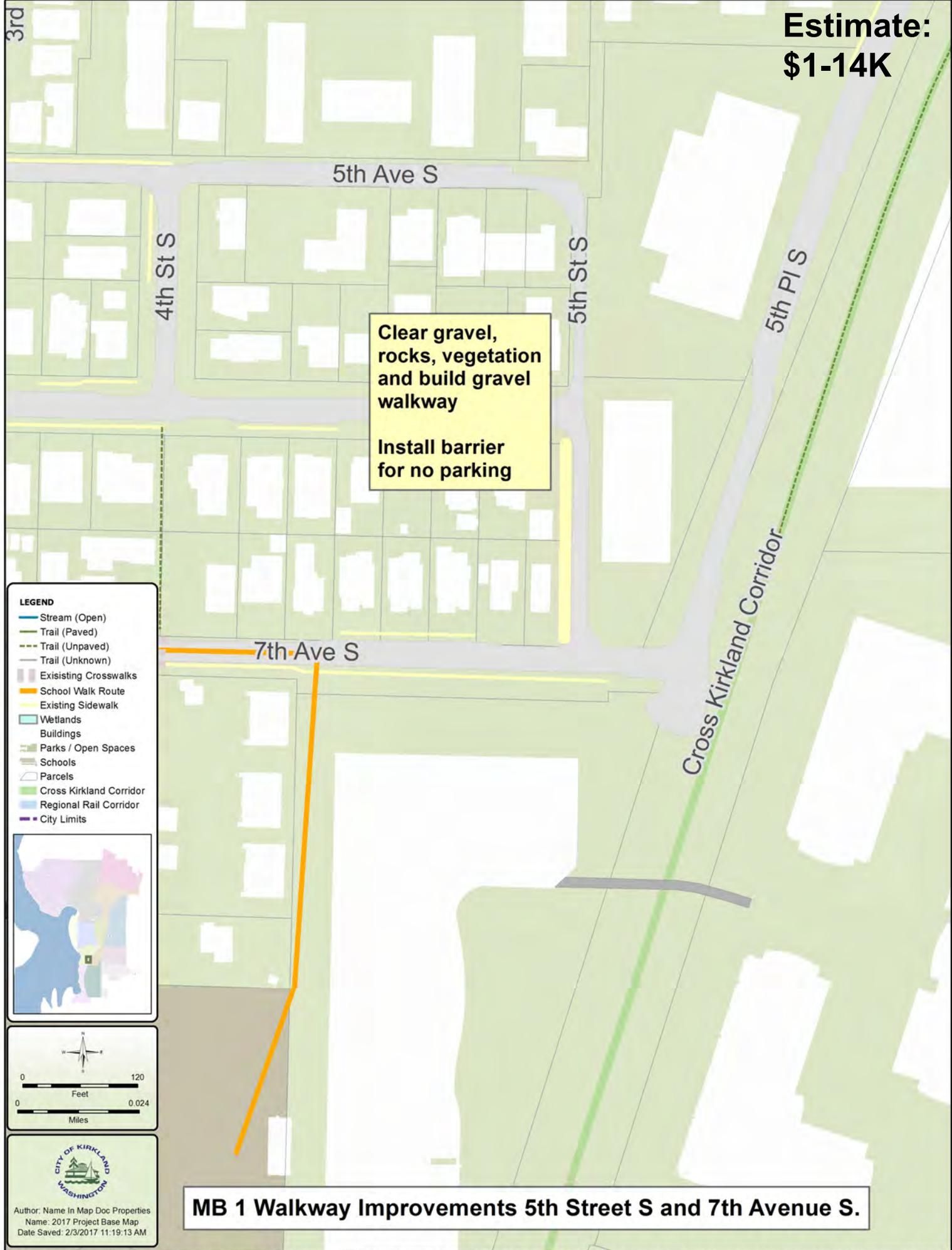
**Install barrier
for no parking**

- LEGEND**
- Stream (Open)
 - Trail (Paved)
 - Trail (Unpaved)
 - Trail (Unknown)
 - Existing Crosswalks
 - School Walk Route
 - Existing Sidewalk
 - Wetlands
 - Buildings
 - Parks / Open Spaces
 - Schools
 - Parcels
 - Cross Kirkland Corridor
 - Regional Rail Corridor
 - City Limits



Author: Name In Map Doc Properties
Name: 2017 Project Base Map
Date Saved: 2/3/2017 11:19:13 AM

MB 1 Walkway Improvements 5th Street S and 7th Avenue S.



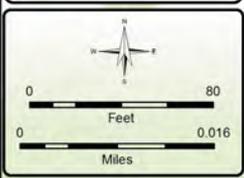
Estimate:
\$35-50K



**Estimate:
\$1-14K**

Install light for steps

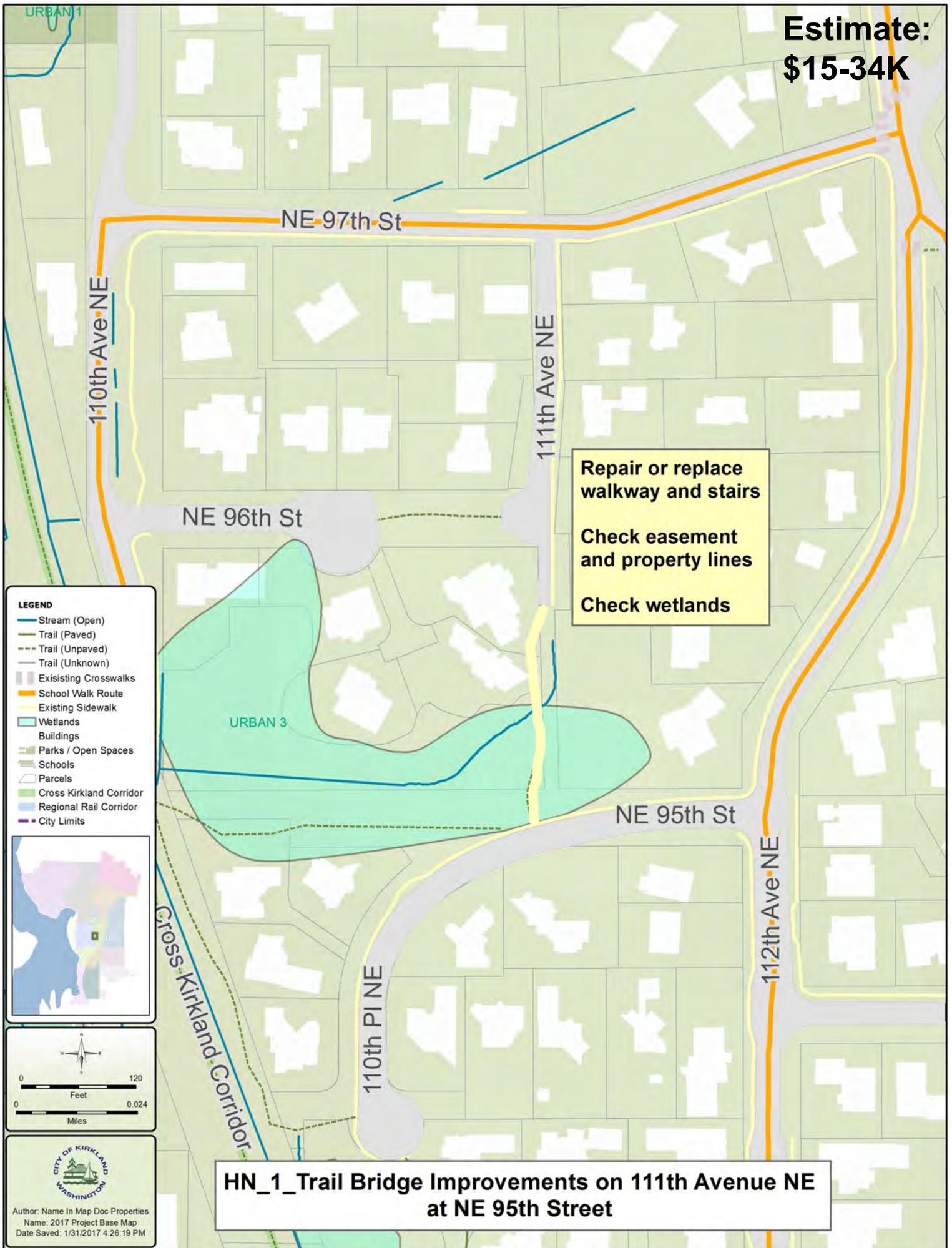
- LEGEND**
- Stream (Open)
 - Trail (Paved)
 - Trail (Unpaved)
 - Trail (Unknown)
 - Existing Crosswalks
 - School Walk Route
 - Existing Sidewalk
 - Wetlands
 - Buildings
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 - Cross Kirkland Corridor
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 - City Limits



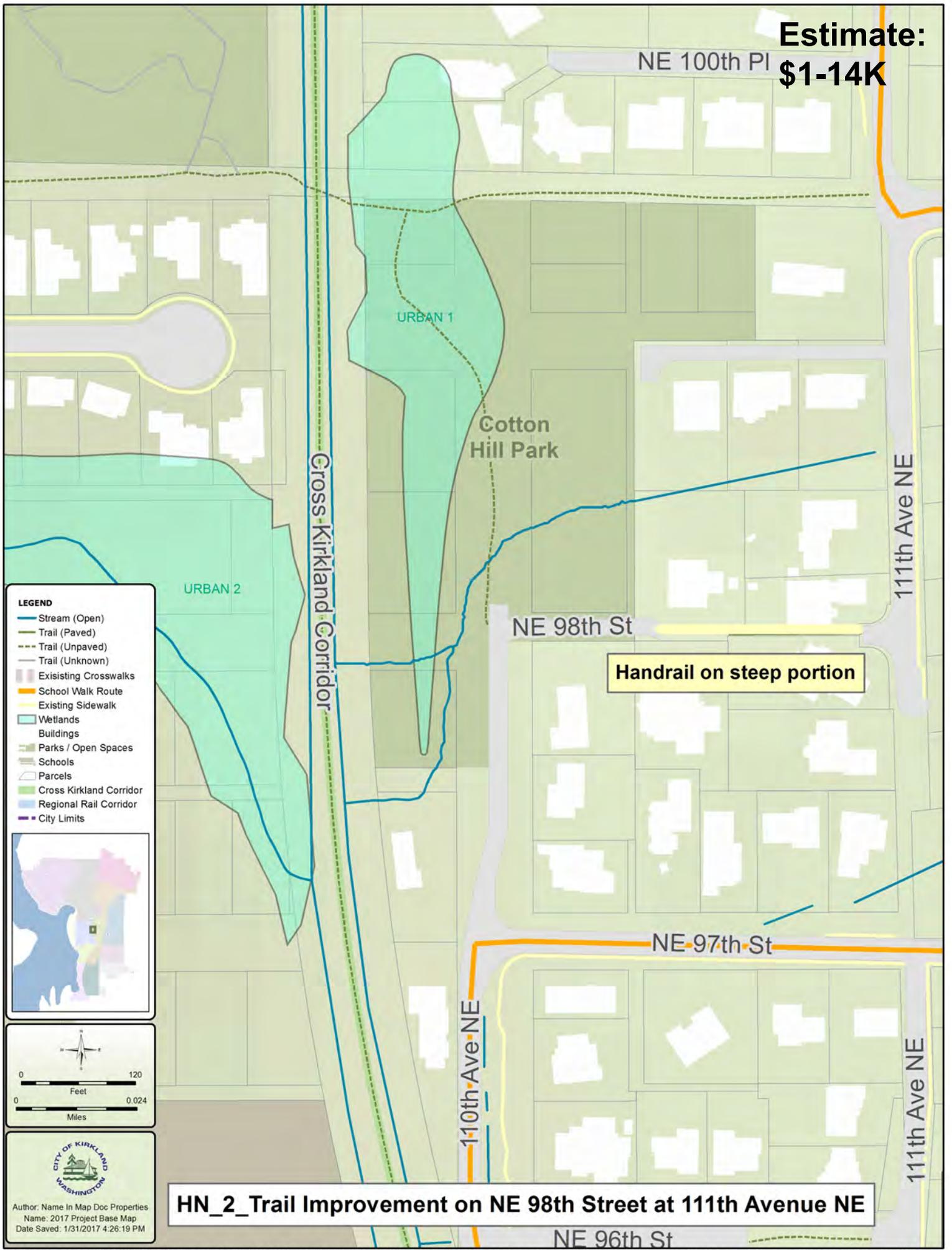
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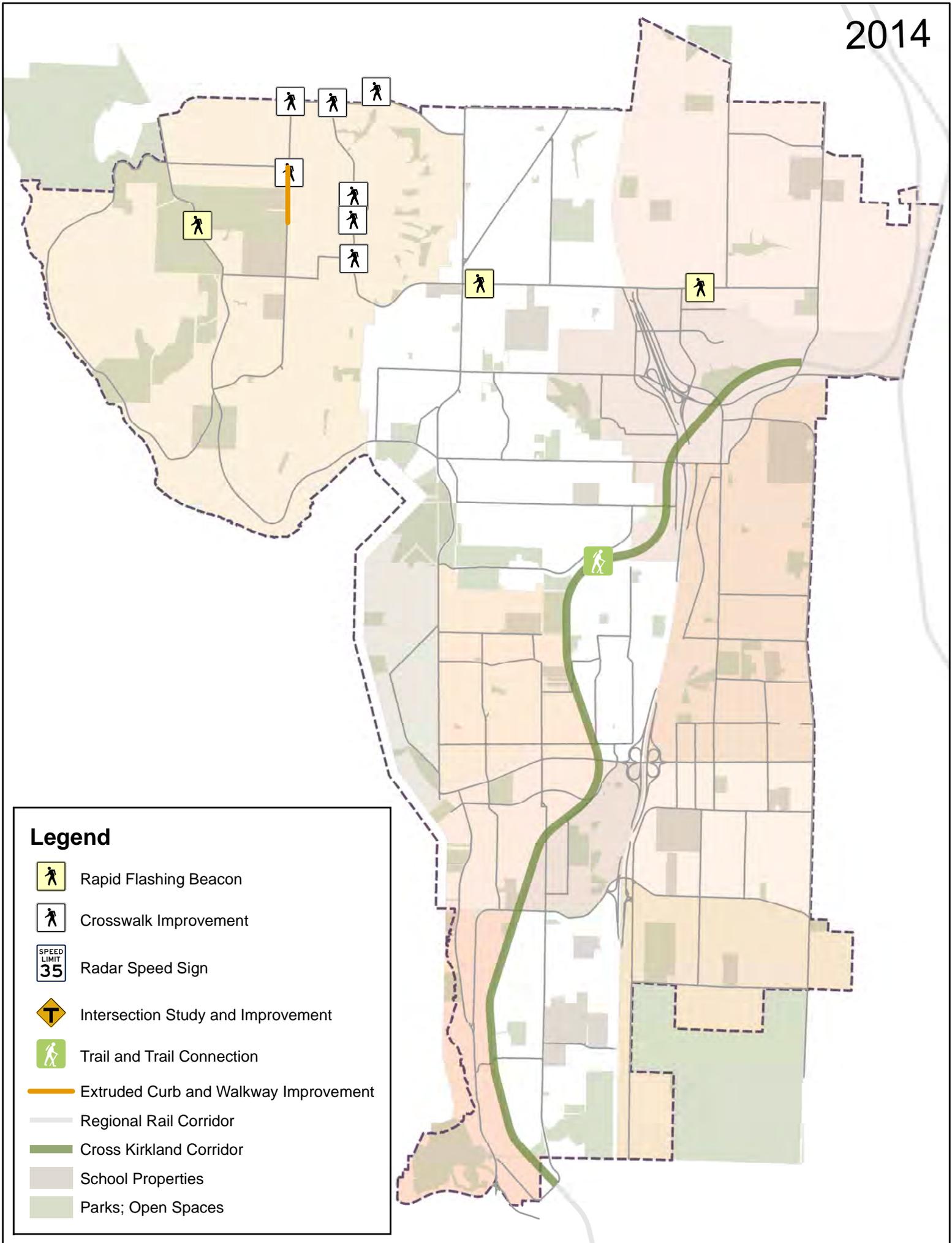
MB_2_Street Lighting 3rd Ave to 5th Place South

**Estimate:
\$15-34K**



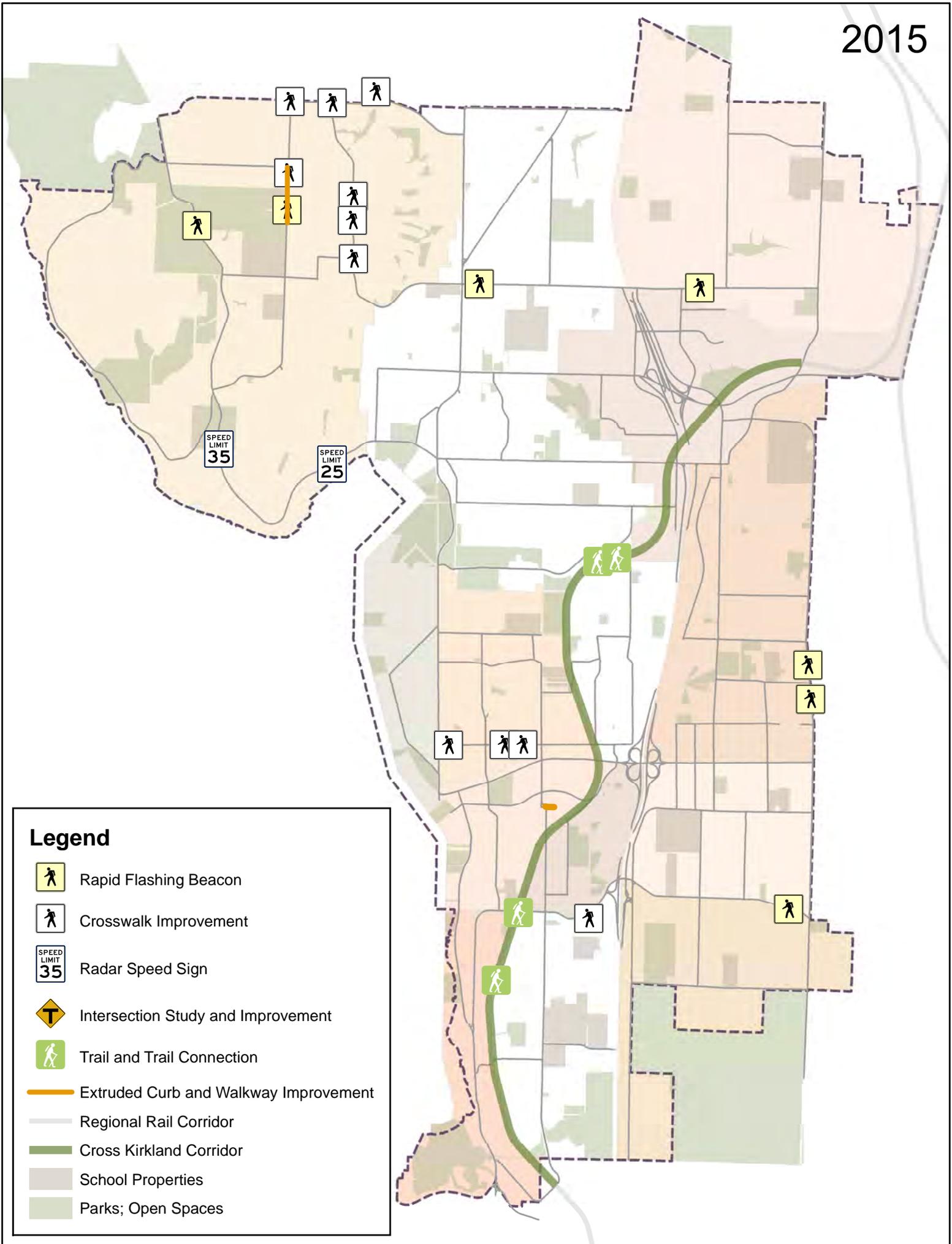
**Estimate:
\$1-14K**





Legend

-  Rapid Flashing Beacon
-  Crosswalk Improvement
-  Radar Speed Sign
-  Intersection Study and Improvement
-  Trail and Trail Connection
-  Extruded Curb and Walkway Improvement
-  Regional Rail Corridor
-  Cross Kirkland Corridor
-  School Properties
-  Parks; Open Spaces



Legend

-  Rapid Flashing Beacon
-  Crosswalk Improvement
-  Radar Speed Sign
-  Intersection Study and Improvement
-  Trail and Trail Connection
-  Extruded Curb and Walkway Improvement
-  Regional Rail Corridor
-  Cross Kirkland Corridor
-  School Properties
-  Parks; Open Spaces

