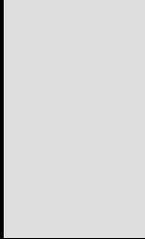




2018

Neighborhood  
safety Program

TRANSPORTATION COMMISSION - MARCH 28, 2018



**Tonight:**

- A. 2018 NSP Project Recommendations**
- B. 2018 NSP Program Evaluation**
- C. Neighborhood Street Light Program**

# 2018 Program Schedule

- Project Ideas Due: December 1, 2017
- Project Conferences: February 6 or 8, 2018
- Applications Available: After Project Conference
- Applications Due: February 15, 2018
- Staff Review/Technical Scores: February 16–March 20, 2018
- Neighborhood Panel Site Tour: March 13, 2018
- Panel and Staff Meeting: March 13, 2018
- Panel and Staff Review: March 20, 2018 - scoring
- Panel Decision: March 27, 2018 – final recommendations
- Transportation Commission : March 28, 2018
- City Council decision: April 17, 2018
- Projects announced: April 18, 2018
- Projects completed by: June 1, 2019

# A. 2018 NSP Project Recommendations

## 2018 NSP Technical Safety Criteria

<b>Transportation Master Plan Policy</b>		<b>100</b>
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:		
<b>Improve safety</b> —Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.		<b>38</b>
<b>Crashes:</b> Based upon Kirkland Police Department crash records from previous 5 years.	Ped/Bike (1=6, 1<=12)	12
	Vehicle (1=1, >1=2) - counted only when the project is related to auto safety	2
<b>Roadway Design:</b> Based upon existing conditions of the roadway.	No Sidewalk/Trails = 2, Sidewalk 1 side = 1, Sidewalk on both sides =0 (0-2)	2
	Number of Lanes (2=1, >2=2)	2
<b>Volume:</b> Based upon TMP 2 way 24-hour daily auto volume counts on selected roadways and site specific traffic studies by Kirkland Public Works. Counts are made every other year.	Under 3,000 average daily trips (0)	
	Between 3,001-15,000 average daily trips (3)	
	Over 15,001 average daily trips (6)	6
<b>Roadway Speeds:</b> Based upon posted speed limits, study data (when available), and anecdotal information. If there is speed data from NTCP, the 85th percentile.	Speed limit 25 MPH and under (0)	
	Speed limit 26–30 MPH (3)	
	Speed limit 31 MPH and above (6)	6
<b>Motorized and Nonmotorized Safety:</b> The project enhances the safety of the following modes.	Bicycle (0-2) (2 if benefits cyclists or bicycle lane at this location)	2
	Pedestrian (0-2) (2 if pedestrian facility is at this location)	2
	Vehicular (0-2) (only if it addresses safety for a vehicle)	2
	Transit (0-2) (only if transit is at this location)	2

# A. 2018 NSP Project Recommendations

<b>Make Connections</b> —Give high priority to projects that fill gaps by connecting existing sidewalks.		<b>16</b>
<b>Sidewalks:</b> Existing sidewalk/gravel path (not applicable in parks).	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
<b>School Walk Route:</b> The project extends, adds or completes a nonmotorized system identified in the School Walk Route gap analysis data.	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
<b>Link to Land Use</b> —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.		<b>18</b>
<b>Walkability:</b> 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 polict T-5.1 in the Transportation Master Plan).	Low—Walkability factor 1-5.5 (0)	
	Moderate—Walkability factor 6-9 (6)	
	High—Walkability factor of 9-13.5 (10)	
	Very High—Walkability factor of 13.5+ (14)	14
<b>Link:</b> The project connects to other multimodal facilities. (Radar speed signs do not link = 0)	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

# A. 2018 NSP Project Recommendations

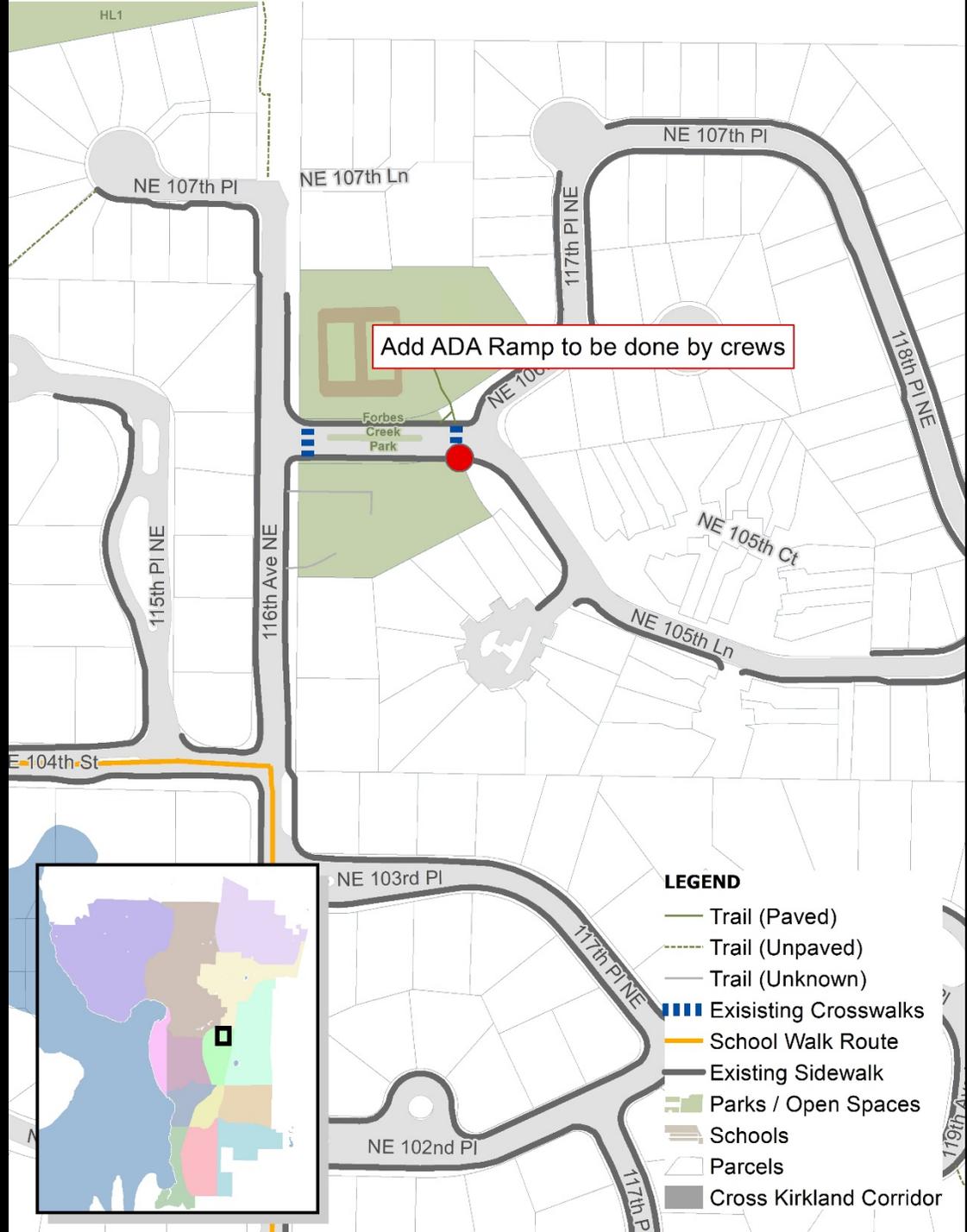
<b>Title VI—Health Equity Need:</b> Projects that would serve populations at a higher risk for inactivity and/or poor health outcomes, including people living in poverty, minorities, the elderly, and/or people with disabilities.		16
<b>Equity and Social Justice:</b> Based upon WSDOT ALPACA & OSPI Report Card.	Minority (<25%=0; 26%-40%=2; 41%<=3)	3
	Free & Reduced Meals (<5%=0; 6%-24%=2; 25%<=3)	3
	Language Block Group (>6%=3)	3
	Disabled (<9%=0; 9%-14%=2; 14%<=3)	3
	Elderly % Over 65 (>10%=2)	2
	Veterans (>8%=2)	2
<b>Transportation Master Plan:</b> 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.		4
<b>Consistency with Plans:</b> Based upon Neighborhood Plan(s), Park, Recreation, and Open Space (PROS) Plan, and Cross Kirkland Corridor Master Plan. (Negative 10 points if RFB does not meet standards for priority sites.)	Aligns with existing plan (2)	2
	Does not align with existing plan (0) or -10 if does not meet RFB/Crosswalk Standards	
<b>Neighborhood Association Support:</b> Project was reviewed by the Neighborhood Association and received a priority ranking.	Project Priority 1 (2)	2
	Project Priority 2 (0)	
<b>Transportation Master Plan:</b> 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.		4
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)	
<b>Maintenance</b>		4
<b>Maintenance of Project:</b> Impacts to existing City maintenance needs. If project includes minor maintenance = 2.	Greater maintenance than existing (0)	
	Same maintenance as existing (2)	
	Less maintenance than existing (4)	4

# A. 2018 NSP Project Recommendations

Combined Scores	2018 Neighborhood Safety Program Applications			COST ESTIMATE CATEGORY		
	NSP #	Project Name	Rough Estimate	Low (K)	Medium (K)	High (K)
				\$1-\$14	\$15-\$34	\$35-\$50+
<b>TOP PRIORITY</b>						
136	JN 1	Bicycle Improvements 98th Ave and 100th Ave NE	\$36,000			\$35-\$50
132	EH 1	Radar Speed Sign on 132nd Ave NE from NE 128th to NE 144th Street	\$45,000			\$35-\$50
127	EV 1	Radar Speed Sign on Kirkland Way at CKC	\$45,000			\$35-\$50
119	CH 1	Trail Connection on the CKC at NE 53rd Street	\$4,100	\$1-\$14		
117	NK 1	Walkway Improvement on 7th Ave from 3rd to 6th Streets	\$56,250			\$35-\$50+
109	HL 1	Stair Improvements for CKC connection along NE 100 Street at Cotton Hill Park	\$37,890			\$35-\$50
109	SRHBT 1	Rapid Flashing Beacon on NE 70th Street at 120th Ave	\$96,150			\$35-\$50+
<b>MODERATE PRIORITY</b>						
107	MB 1	Crosswalk at Lakeshore Plaza at Marina Park	\$37,570			\$35-\$50
106	FH 1	Radar Speed Sign on 131st Way east of 94th Ave NE	\$57,000			\$35-\$50+
<b>LOWER PRIORITY</b>						
90	TL 1	Traffic Control on Slater Ave NE at NE 119th Street	\$54,400			\$35-\$50+
77	MK 1	Radar Speed Sign on Waverly Way at 5th Ave West	\$45,000			\$35-\$50
Total of Cost Estimates			\$514,360			

# Highlands: ADA Crosswalk ramp on NE 106th Lane at 117th PI NE and Forbes Creek Park

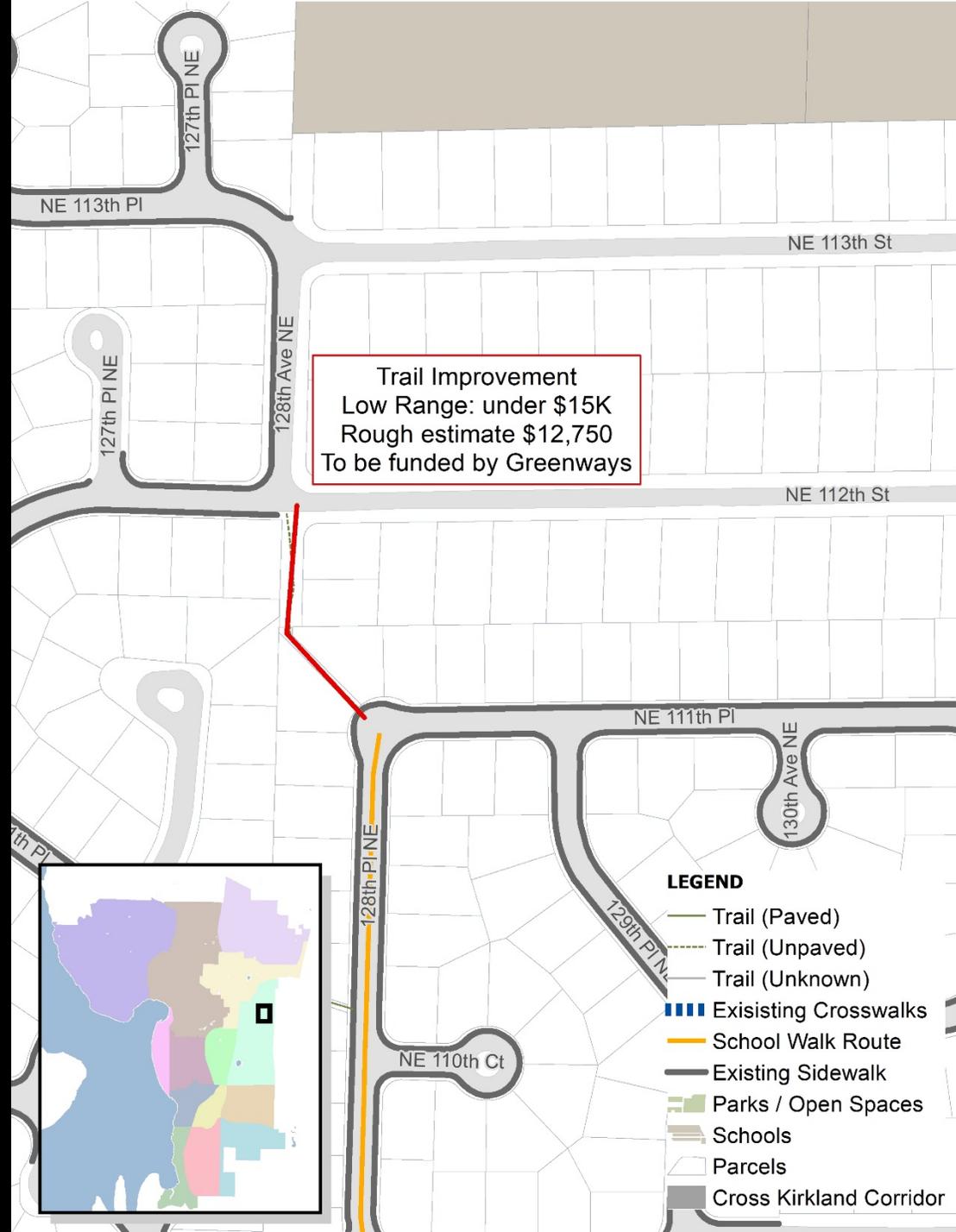
Non-NSP



- LEGEND**
- Trail (Paved)
  - - - Trail (Unpaved)
  - Trail (Unknown)
  - ▬ Existing Crosswalks
  - ▬ School Walk Route
  - ▬ Existing Sidewalk
  - ▬ Parks / Open Spaces
  - ▬ Schools
  - ▬ Parcels
  - ▬ Cross Kirkland Corridor

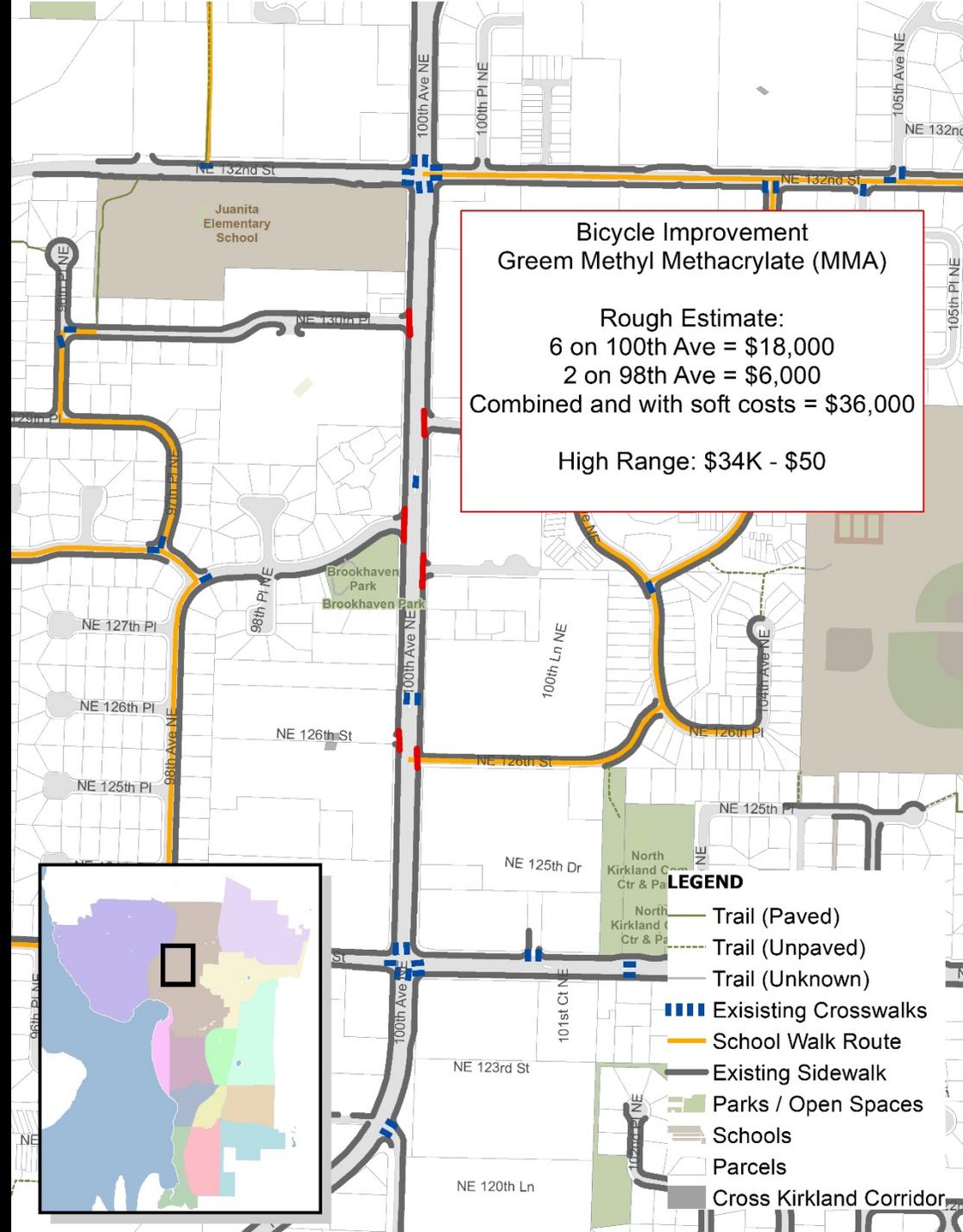
# North Rose Hill: Trail Improvement at 128th PI NE between NE 111th PI and NE 112th Street

Non-NSP



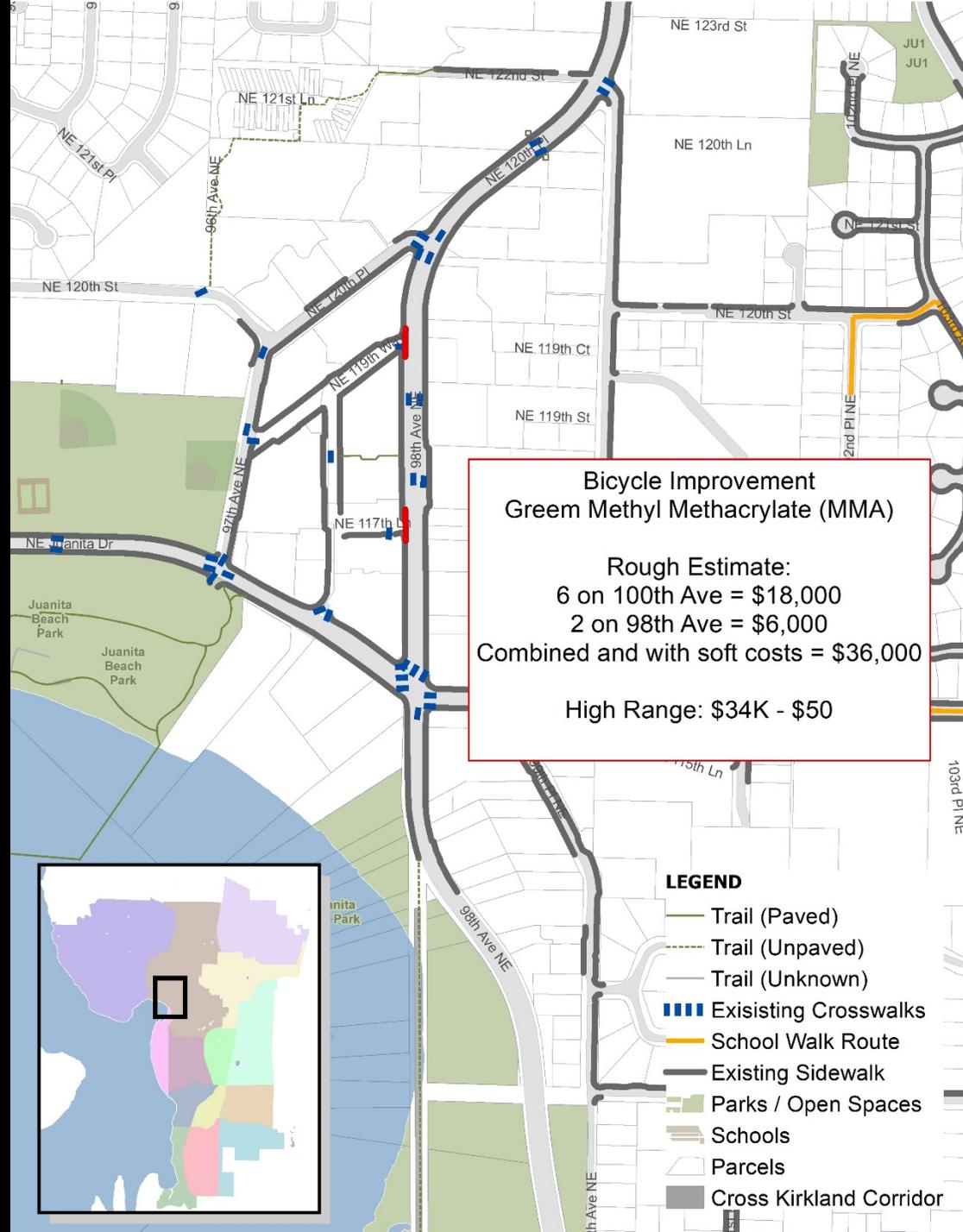
# Juanita: Bicycle Improvements 98th Ave and 100th Ave NE

\$36,000



# Juanita: Bicycle Improvements 98th Ave and 100th Ave NE

\$36,000



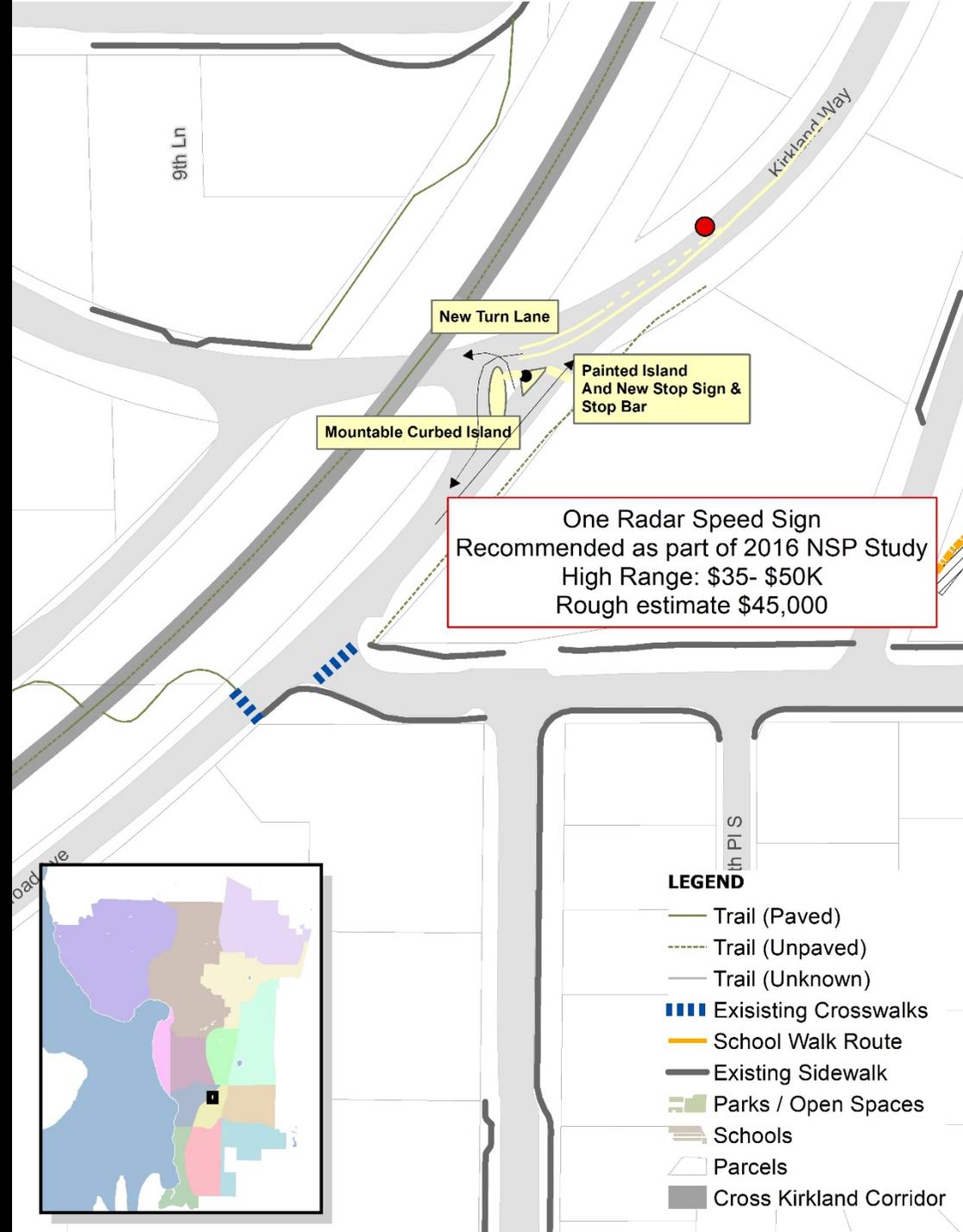
# Evergreen Hill: Radar Speed Sign on 132nd Ave NE from NE 128th to NE 144th Street

\$45,000



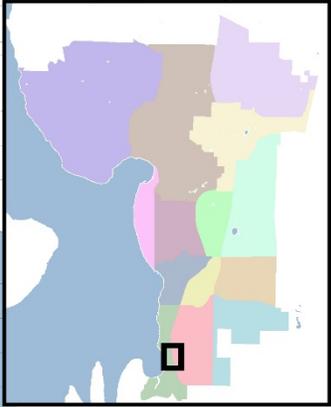
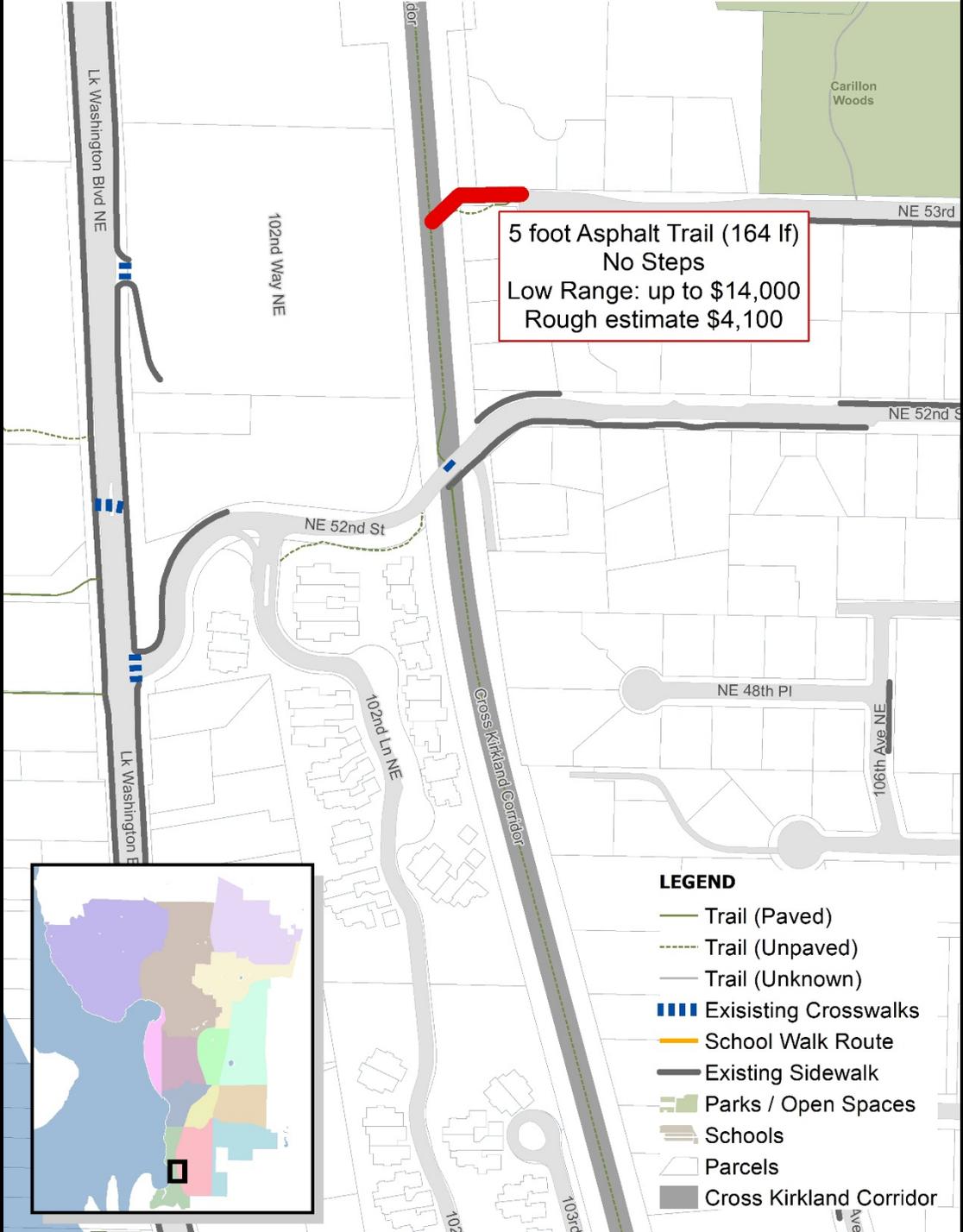
# Everest: Radar Speed Sign on Kirkland Way at CKC

\$45,000



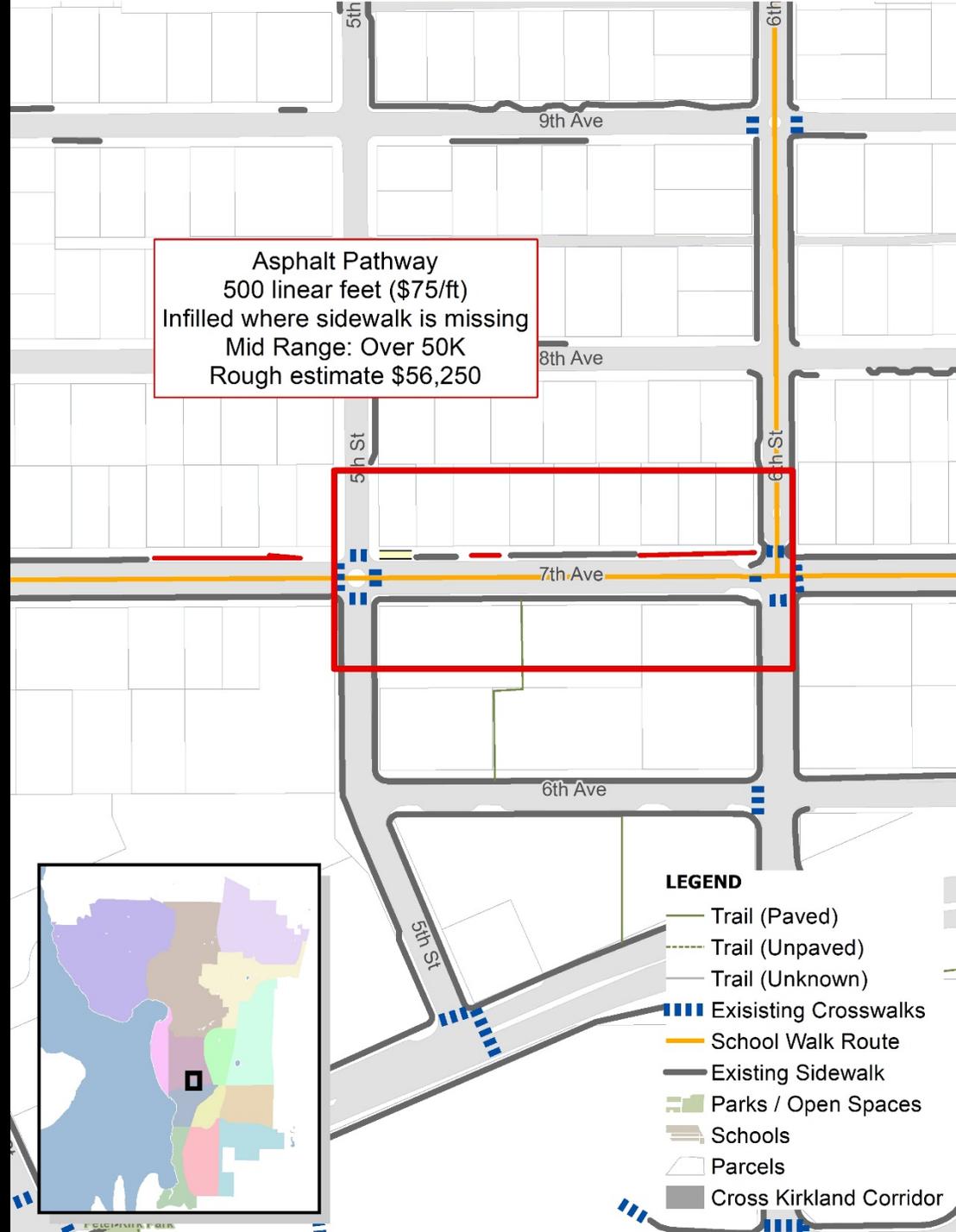
# Central Houghton: Trail Connection on the CKC at NE 53rd Street

\$4,100



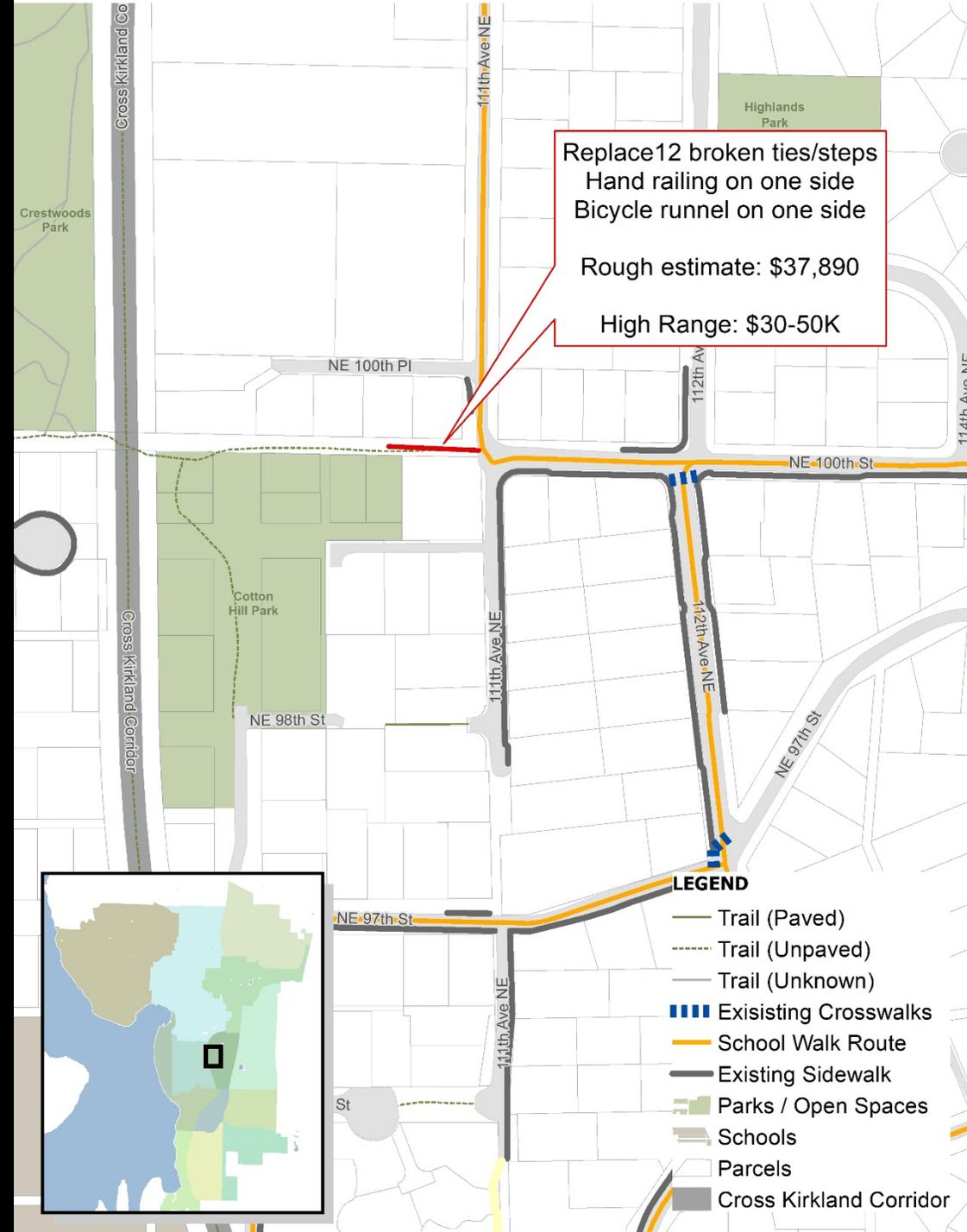
# Norkirk: Walkway Improvement on 7th Ave from 3rd to 6th Streets

\$56,250



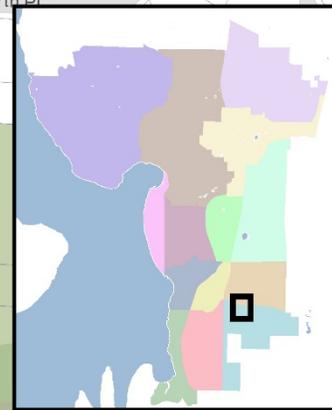
# Highlands: Stair Improvements for CKC connection along NE 100 Street at Cotton Hill Park

\$37,890



# South Rose Hill Bridle Trails: Rapid Flashing Beacon on NE 70th Street at 120th Ave

\$96,150



- LEGEND**
- Trail (Paved)
  - Trail (Unpaved)
  - Trail (Unknown)
  - Existing Crosswalks
  - School Walk Route
  - Existing Sidewalk
  - Parks / Open Spaces
  - Schools
  - Parcels
  - Cross Kirkland Corridor

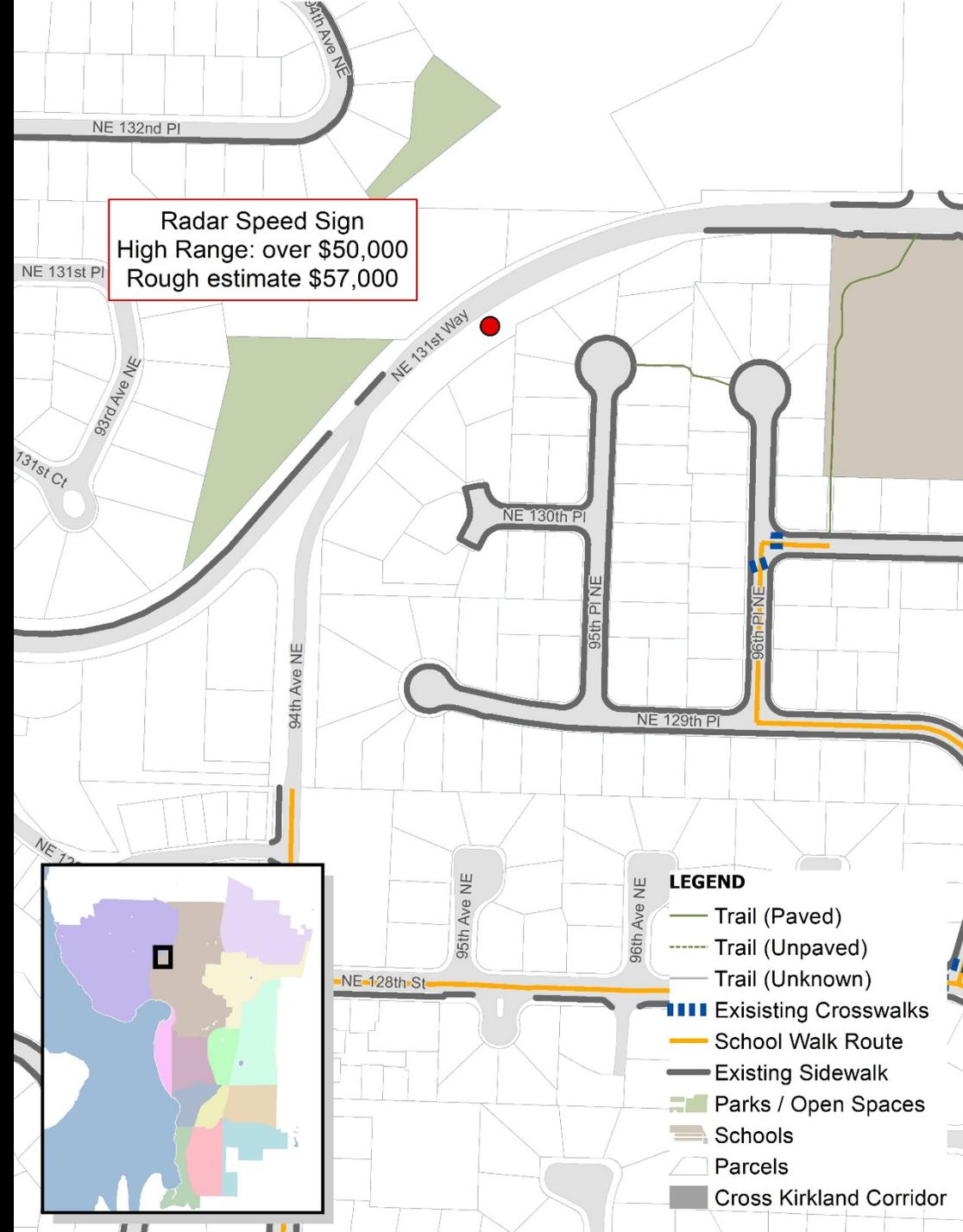
# Moss Bay: Crosswalk at Lakeshore Plaza at Marina Park

\$37,570



# Finn Hill: Radar Speed Sign on 131st Way east of 94th Ave NE

\$57,000



# Totem Lake: Traffic Control on Slater Ave NE at NE 119th Street

\$54,400

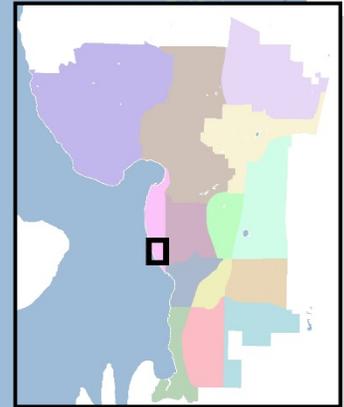


# Market: Radar Speed Sign on Waverly Way at 5th Ave West

\$45,000

11

One Radar Speed Sign  
Need to determine location  
High Range: \$35 - \$50K  
Rough estimate \$45K



- LEGEND**
- Trail (Paved)
  - Trail (Unpaved)
  - Trail (Unknown)
  - Existing Crosswalks
  - School Walk Route
  - Existing Sidewalk
  - Parks / Open Spaces
  - Schools
  - Parcels
  - Cross Kirkland Corridor

# B. 2018 NSP Program Evaluation

1. Project Limit
2. Program Funding
3. Process/cycle – annual

# B. 2018 NSP Program Evaluation

## 1. Project Limit (\$50,000)

### Exceptions

1. Rapid Flashing Beacons
2. Projects that go over original estimate
3. Projects between \$50K and \$60K have been allowed

# B. 2018 NSP Program Evaluation

## 1. Project Limit (\$50,000)

### History

- 2014: 8 projects, average \$49,696
- 2015: 11 projects, average \$46,112
- 2016: 14 projects, average \$35,150
- 2017: 7 projects, average \$59,554

2014-2017: 39 projects, average \$46,508

*Recommendation: Keep project limit at \$50K (allowing up to \$60K), keep allowing RFBs to go beyond, continue to look for ways to reduce costs.*

# B. 2018 NSP Program Evaluation

## 2. Project Funding

2012 Street Levy \$150,000 annual

2015-2020 Walkable Kirkland \$200,000 annual

# B. 2018 NSP Program Evaluation

## 2. Project Funding

### History

- 2014: 8 projects, \$397,572 \$60,000 unfunded - 2 projects
- 2015: 11 projects, \$507,234 \$97,100 unfunded - 4 projects
- 2016: 14 projects, \$492,112 \$209,136 unfunded - 6 projects
- 2017: 7 projects, \$416,881 \$200,000 unfunded - 8 projects

*Recommendation: \$350,000 to \$400,000 (or the actual CPI calculated increase)*

# B. 2018 NSP Program Evaluation

## 3. Process/Cycle

1 year

2 year

*Recommendation: Stay with 1 year process – reenergizes neighborhoods, keep momentum going, motivated by annual accomplishments, tribal memory*

# C. Neigh Street Light Program

1. One time funding \$190,000
2. Criteria (handout)
3. KAN Recommendation to Transportation Commission and City Council
  - Half this year
  - Following technical criteria only
  - Half next year – after review of first year