



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Kari Page, Neighborhood Services Coordinator
Kathy Brown, Public Works Director

Date: March 23, 2017

Subject: WALKABLE KIRKLAND INITIATIVE
Neighborhood Safety Program (NSP), School Walk Routes (SWR), Crosswalk Improvements, and Cross Kirkland Corridor (CKC)

RECOMMENDATION:

City Council to:

- Receive an update on key components of the Walkable Kirkland Initiative, and
- Approve the recommended Neighborhood Safety Program (NSP) projects for 2017 by motion.

BACKGROUND DISCUSSION:

Kirkland is a livable and vibrant City that offers safe, accessible, well maintained and fully connected alternatives for walking and biking. There have been a number of City Council directed initiatives over the years that have continued to make Kirkland the walkable City it is today.

- In 2001, staff led an extensive community effort to review and inventory the walkability and safety of Lake Washington School District's recommended school walk routes. This resulted in a list of over 55 needed improvements (e.g., sidewalk segments, traffic control devices, and maintenance items).
- In 2012, Kirkland voters approved a Street Maintenance and Pedestrian Safety Levy raising \$300,000 per year for school walk route and other pedestrian and bicycle improvements.
- In 2012, Kirkland purchased the 5.75 mile section of the Eastside Rail Corridor and within three years developed the Interim Trail.
- In 2014, the City Council authorized the Neighborhood Safety Program to address neighborhood identified safety improvements.
- In 2015, City Council funded the Walkable Kirkland Initiative, which continues through 2021.

This memo will provide an update on four high-priority initiatives which fall under the general category of Walkable Kirkland. The goals, prioritization process, funding, and status of each component of the following will be more fully discussed below.

- | | |
|--------------------------------|----------------------------|
| 1) Neighborhood Safety Program | 3) Crosswalk Improvements |
| 2) School Walk Routes | 4) Cross Kirkland Corridor |

Neighborhood Safety Program

The City Council authorized the Neighborhood Safety Program as a way to help “reenergize neighborhoods through partnerships on capital project implementation...” In 2014, representatives from the Kirkland Alliance of Neighborhoods (KAN) and other neighborhood leaders worked with City staff to develop and implement the Pilot Neighborhood Safety Program. In June of 2014, the City Council authorized the implementation of the ongoing Citywide Program.

Goals:

- Provide incentive for neighborhood participations.
- Address safety needs.
- Foster neighborhood self-help and build a sense of community.
- Increase collaboration within a neighborhood, between neighborhoods, and with City government.
- Leverage funding with match contributions and/or other agencies.
- Collaborate with businesses, schools, Parent Teach Student Associations (PTSA's). Cascade Bicycle Club, Feet First, Kirkland Greenways, and other organizations.
- Create an equitable distribution of improvements throughout the City.

Funding:

- Street Levy pedestrian and bicycle safety (\$150,000/year).
- Walkable Kirkland Initiative (\$200,000/year) 2015 through 2021.
- Private Development Fees and Projects - as assigned

Prioritization: Neighborhood leaders and staff have worked closely to develop and continuously improve a prioritization process that adheres to the Transportation Master Plan (TMP) criteria for funding safety improvements. For a flow chart showing the relationship between the NSP and the Capital Improvement Program (CIP) decision making processes, please see Attachment A. By coordinating the NSP process with the CIP update process, State and Federal grant writing processes, and private developments, staff has brought additional resources to NSP. In the past three years, over \$1.2 M in NSP projects have been funded while the NSP budget for this period was \$850,000. For the list of completed NSP projects and costs, please see Attachment B.

The TMP direction for the prioritization of sidewalks and crosswalks is used in the NSP process.

- **Improve safety**—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.
- **Link to Land Use**—Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high.

- **Connect to the Cross Kirkland Corridor**—Make numerous strong links to the CKC.
- **Make Connections**—Give high priority to projects that fill gaps by connecting existing sidewalks.
- **Connect to Transit**—Complete walkways that allow easy access to transit, particularly regional transit.
- **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.
- **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.

For the specific data points under each of these categories, see Attachment C. See Attachment D for the Neighborhood Panel criteria.

The schedule for the 2017 NSP Program is as follows:

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

Staff from various divisions and departments scope the projects, recommend the most appropriate solution for the safety concerns, and develop cost estimates. Some projects are dropped if the solution doesn't meet City standards, and others are re-designed to be more successful. All of the projects moving forward are supported by staff and City engineers. This year, the NSP neighborhood panel (representatives from all of the Kirkland neighborhoods) asked staff to hold off on funding one of the projects until additional research on the effectiveness of the traffic control device is determined (17NSP05 Radar Speed Signs on NE 68th Street at the 11200 and 6700 blocks). Staff will place a portable radar speed sign at both project locations to study their effectiveness before permanent ones are installed. Permanent signs will only be installed at the location(s) where they have proven to be effective. The concern is that radar speed signs may be ineffective in the 25 mile per hour zones and where traffic congestion is high. Staff will be working on specific requirements for where radar speed signs are most effective and build these requirements into the NSP process.

This year, in an effort to be nimble for the changing bid climate, instead of giving specific cost estimates so early in the process (before engineering/bid documents are produced) staff provided cost ranges for each project. As can be seen on Table 1 below, there are three priority levels with the highest priority very likely to be funded. Funding for the second tier will be determined after the engineering/bid documents and more specific cost estimating is complete. For a map of the projects, please refer to Attachment E.

Table 1 - Neighborhood Safety Program 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	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

Status of Projects: Delivering the NSP projects within one year from Council approval is the program goal -- Attachment B identifies the status of all NSP projects since the program inception. All but two of the projects from 2014 and 2015 are complete. The Juanita Drive Rapid Flashing Beacon (RFB), funded by the Juanita Drive Quick Wins Project, is expected to be in construction this summer. The Forbes Creek trail connection to the CKC is under construction now and is expected to be complete in April.

The 2016 NSP Projects were approved in May of 2016, with two projects now complete (trail connection from 111th Avenue NE to the CKC and stairs from 10th Avenue/2nd Street to the CKC just north of Kirkland Way). The two intersection studies (16NSP01 and 16NSP02) were complete in January of this year and one other project (16NSP06) is scheduled to be complete this summer with the Sidewalk Maintenance Program (crosswalk and ramps on Kirkland Avenue in Marina Park and Kirkland Avenue). The remaining seven are under construction and anticipated to be complete by May.

School Walk Routes

The safety, health, and wellbeing of children is a primary objective for the City, as spelled out in Kirkland's Transportation Master Plan (TMP). By encouraging children and parents to walk to school, traffic congestion around schools is reduced and other important goals such as reducing greenhouse gas emissions, and other automobile related air, water, and noise pollution are achieved. Physical activity is positively linked with improved health, reduction in chronic diseases, readiness to learn, academic achievement, and a reduction in behavior problems (as outlined in the [School Walk and Bike Routes: A Guide for Planning and Improving Walk and Bike to School Options for Students](#) (pdf 912kb).

Policies: Because of the many benefits of walking, encouraging children to walk to school is a long-standing priority of the Kirkland City Council and a Goal in the current Active Transportation Plan. As a result, school walk route improvements are a significant focus of the recently adopted TMP and subsequent Capital Improvement Program. The following three statements from the TMP and Active Transportation Plan represent the key policy direction for school walk route improvements.

- 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 for the 2017 to 2022 CIP, including \$1,000,000 in the 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 they occur and are assigned

Prioritization: Establishing clear and defined criteria for prioritizing improvements will lead to the funding of the most worthy projects. The TMP provides direction on the prioritization of school walk route and other sidewalk improvements.

- **Improve safety**—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.
- **Link to Land Use**—Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high.

- **Connect to the Cross Kirkland Corridor**—Make numerous strong links to the CKC.
- **Make Connections**—Give high priority to projects that fill gaps by connecting existing sidewalks.
- **Connect to Transit**—Complete walkways that allow easy access to transit, particularly regional transit.
- **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.
- **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.

For a flow chart showing the relationship between the School Walk Route improvements and the Capital Improvement Program (CIP) decision making processes, please see Attachment F. The technical criteria for scoring sidewalk projects is included in Attachment G. Over 30 data points are collected for each sidewalk segment.

In 2001, staff led an extensive community effort to review and inventory the walkability and safety of Lake Washington School District’s recommended school walk routes. This resulted in a list of over 55 needed improvements (sidewalk segments, traffic control devices, and maintenance items). A total of 38 of those were school walk route sidewalk improvements (gaps in the goal of completing sidewalks on at least one side of all school walk routes on collectors and arterials). To date, 32 of the 38 are now complete and staff is making these six (counting MT1 and MT1A as one) projects a top priority between now and 2019. The remaining projects are listed in Table 2 below (see Attachment H for a map of all school walk route projects listed on Table 2 and 3).

Table 2 – Top Priority School Walk Routes

Priority Score	Project Number	Description	School	Linear Feet	Estimated Cost
58	MT2	South side of NE 104th Street (132nd Avenue NE to 126th Avenue NE - intermittent)	Mark Twain	1700	\$1,020,000
52	MT1	West side of 126th Avenue NE (NE 85th Street to NE 90th Way) - intermittent) – Phase 1	Mark Twain	800	\$480,000
52	MT1A	West side of 126th Avenue NE (NE 90th Street to NE 94th Way) - intermittent) – Phase 2	Mark Twain	600	\$360,000
48	AGB1	East side of 108th Avenue NE (NE 112th Street to NE 116th Street)	AG Bell	1200	\$720,000
47	JN1	East side of 94th Avenue NE (NE 124th Street to NE 128th Street - intermittent)	Juanita	620	\$372,000
39	PK1	South side of NE 95th Street (116th Avenue NE to 112th Avenue NE)	Peter Kirk	1300	\$780,000
31	PK2	East side of 111th Avenue NE (NE 100th Street to existing sidewalk south of NE 104th Street)	Peter Kirk	1000	\$600,000
		Total		7220	\$4,332,000

The remaining segments to complete the Active Transportation Plan goal of “complete sidewalk on one side of all school walk route segments of all arterials and collector streets,” are listed in Table 3. Their priority score is shown on the left side of the table.

Table 3 – Active Transportation Plan Goal Projects

Priority Score	Project Number	Description of sidewalk	School	Linear Feet	Estimated Cost
60	MT4	NE 90th Street (124th Avenue NE to 126th Lane NE)	Mark Twain	400	\$240,000
60	MT4A	NE 90th Street (126th Avenue NE to 128th Lane NE)	Mark Twain	600	\$360,000
52	CS2	NE 132nd Street (87th Avenue NE to 86th Place NE)	Carl Sandberg	200	\$120,000
50	RH1	126th Ave NE (NE 73rd Street to NE 80th Street)	Rose Hill	850	\$510,000
49	MT3	132nd Avenue NE (NE 95 Street to NE 100th Street)	Mark Twain	280	\$168,000
49	MT5	132nd Avenue NE (NE 104th Street to NE 110th Place - intermittent)	Mark Twain	840	\$504,000
48	CS1	NE 122nd Place (some existing extruded curb - NE Juanita Drive to NE 124th Street)	Carl Sandberg	725	\$435,000
Total				3895	\$2,337,000

Priority Score	Project Number	Description of extruded curb	School	Linear Feet	Estimated Cost
Not scored	Existing extruded curb	84th Avenue NE (existing extruded curb – intermittent from City limits to NE 122 nd Place)	Carl Sandberg		Not estimated
Not scored	Existing extruded curb	87th Avenue NE (NE 132nd Street to NE 134th Street)	Carl Sandberg		Not estimated
Not scored	Existing extruded curb	112th Avenue NE (NE 87th Street to NE 88th Street)	Peter Kirk	530	\$318,000

Status of Projects: As mentioned above, the top priority is completing the remaining projects from the original list of 38 community identified school walk route sidewalk segments by the end of 2019. One section, MT1, is scheduled to be complete in 2017. The remaining projects from Table 2 (including MT1A) are in design and expected to be ready for construction starting in 2018.

The estimates shown above are based on a general per linear foot basis and are intended to provide a rough-order of magnitude for costs. As such, there is currently an estimated overall budget shortfall on the magnitude of over \$1,100,000 through 2019, with a budget of \$3,183,200 and estimated costs of \$4,332,000.

There are two key variables that make estimating difficult at this point:

1. Estimating all cost implications from the new Critical Areas Ordinance and the Surface Water Design Manual are still being more fully vetted and final costs are not known until the design phase advances to at least 60%. That level of design is scheduled to be reached later this summer, and
2. The current bid climate is somewhat unpredictable at this time due to a boom in construction. Once bids are received on MT1 (in the coming weeks), staff will have better knowledge on our local bidding climate and will be adjusting numbers accordingly.

Staff and the engineering consultants doing work for the City continue to pursue grant funding opportunities for the School Walk Route Enhancements. However, it should be noted that the remaining highest-priority projects (from Table 2) have not ranked well in past grant processes for both State and Federal programs. With the next regular Federal School Walk Grant Program not scheduled until 2018, it appears that the high priority projects will likely be completed with all City (and possibly future developer) funds.

While staff will also continue to narrow the risk factors above to more accurately estimate the remaining projects and possible shortfall, advancing the remaining projects through the design phase will answer the outstanding questions. If the projected shortfall is not reduced, staff will return to Council with options for additional funding.

Transportation Improvement Board (TIB) Funding Program includes the Urban Sidewalk Program which aims to improve pedestrian safety, access, connectivity, and address system continuity on Kirkland streets with a federally classified route designation. TIB grant applications will be considered for the highest priority remaining school walk route improvements that are on the federally classified routes. In order of current priority, these include:

1. NE 104th Street (132nd Avenue NE to 126th Avenue NE - intermittent)
2. 108th Avenue NE (NE 112th Street to NE 116th Street)
3. NE 90th Street (124th Avenue NE to 128th Lane NE)
4. NE 132nd Street (87th Avenue NE to 86th Place NE)
5. NE 122nd Place (NE Juanita Drive to NE 124th Street)
6. 108th Avenue NE (NE 112th Street to NE 116th Street)
7. 7th Ave from 6th St to 6th Ave
8. 4th Street (18th Avenue to 19th Avenue)
9. 112th Avenue NE (NE 87th Street to NE 88th Street)

Crosswalk Improvements

Street crossings are critical to the success of a pedestrian network, as spelled out in Kirkland's TMP. Kirkland has a history of innovation in treatments at uncontrolled crossing locations (i.e., crosswalks where vehicles are not required to stop). The TMP calls for the best practices and research to guide decisions around crosswalk treatments/improvements.

Program Policies: In 2003, the Transportation Commission oversaw an evaluation of uncontrolled crosswalks in Kirkland. This evaluation resulted in development of a recommended list of prioritized improvements for uncontrolled crosswalks. The recommended list was based on crash history, vehicle volume, vehicle speed and number of vehicle travel lanes to be crossed. Other factors including connections to important destinations, level of use by pedestrians and crosswalk spacing were also taken into account. The volume, speed and number of lane data were used to classify crosswalks into three crash risk categories based on a report developed by the Federal Highway Administration (FHWA) (Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations, Federal Highway Administration, FHWA HRT-04-100). Table 4 on the following page is directly from the FHWA guidelines. Priority was given to uncontrolled crosswalks with a crash history and that were classified as N based on Table 4.

Table 4 – FHWA Crosswalk Guidelines

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).

Based on the 2003 memo and guidance in the Transportation Master Plan uncontrolled crosswalk locations were evaluated based on safety criteria to help guide future investment. Crosswalk locations were ranked below. The draft full City map of crosswalks by priority is shown in Attachment I.

1. Replacement of remaining in-pavement lighted crosswalks
2. N-rated crosswalks with a crash history in last five years
3. P or C crosswalks with a crash history
4. N crosswalks without a crash history
5. P or C crosswalks without a crash history in areas with connections to important destinations and high levels of pedestrian usage

Additionally, there is a systematic approach to how the City plans on improving crosswalks. The basic improvements, such as adequate street lighting, are done first. Additional improvements are done, as needed, and which improvement(s) might work best varies depending on the characteristics of the crosswalk location. Generally, improvements at uncontrolled crosswalks should be implemented in the following order of priority.

1. Adequate street lighting
2. Pedestrian flags - *Requires pedestrian activation*
3. Shorten crossing distance by adding:
 - Median Island
 - Bulb-outs
4. Rapid Flashing Beacons - *Requires pedestrian activation*
5. Overhead warning signs

Funding:

The following projects include investments in a variety of improvements to existing uncontrolled crosswalks:

- Street Levy Crosswalk Initiative (2013 & 2014) \$600,000
- 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 First Wins: \$1,412,600 in 2015
- Juanita Drive Multi-Modal (on street) improvements: \$525,000 in 2020
- Neighborhood Safety Program – as prioritized
- Private Development Fees and Projects - as assigned

Prioritization: The TMP calls for the following considerations when prioritizing crosswalk improvements.

- **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.
- **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 cost, high value projects are also included.
- **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.

For a flow chart showing the relationship between crosswalk improvements and the Capital Improvement Program decision making processes, please see Attachment J.

The 2012 Street Levy has a goal of upgrading 50 crosswalks with RFBs within the first 20 years of the Street Levy. The locations of 32 crossings were identified in advance (see Attachment K for a map of these locations) and 18 locations were left to be determined through a prioritization process outlined above. The scoring for funding crosswalk improvements is done using the NSP criteria (see Attachment C). Over 30 data points are collected for each crosswalk.

Additionally, City staff has experienced a number of issues with solar (DC) rapid flash beacons which reduce their dependability and increase maintenance costs in comparison to hardwire (AC) rapid flash beacons. Based on this experience, the City will be installing hardwire (AC) rapid flash beacons at all future locations as long as AC power is reasonably accessible. Solar (DC) rapid flash beacons will still be used in locations

where AC power is not close by as long as the location has adequate solar exposure. This includes some locations along the CKC.

Status of Projects: There have been 34 RFBs installed at crosswalks in Kirkland since the Street Levy was passed (not all being funded by the street levy). Ten additional RFBs are planned to be installed in 2017. Counting the ten RFBs that were installed prior to the Street Levy, there are a total of 54 existing RFBs on crosswalks in Kirkland. See the breakdown on the status by year in Table 5 below. RFBs funded by NSP are included in the crosswalk statistics and maps (so they may appear to be doubling counting when looking at all of the maps/statistics together).

Table 5 – RFB Count

Total RFB count in Kirkland	Count	Status
RFBs Prior to 2013	10	<i>Complete</i>
2013 RFBs	8	<i>Complete</i>
2014 RFBs (non CKC RFBs)	13	<i>Complete</i>
2014 CKC RFBs Only	7	<i>Complete</i>
2015 RFBs	6	<i>Complete</i>
2016 RFBs	8	<i>Planned</i>
2017 RFBs	2	<i>Planned</i>

54

Total	44	<i>Complete</i>
Total	10	<i>Planned</i>

Cross Kirkland Corridor

The CKC is fundamentally about making connections; connecting residents to neighborhoods, parks, schools, businesses, transit and the region. Access points make the corridor permeable to and from surrounding neighborhoods. The CKC Master Plan calls for access points at existing streets and street endings at the CKC, other public properties and parks, active commercial centers, and residential areas where broad community access is beneficial.

Policies: The TMP calls for the development of world-class walking facilities along the CKC with ample connections to the rest of Kirkland. “The CKC is a place for both transportation and recreation, a place to go through and a place of activity in its own right (TMP).” To realize the CKC Master Plan, the multi-modal vision will result in a corridor of the highest value to the pedestrian network and to the community. The first of four goals in the CKC Master Plan is to connect: link the corridor to the community; trails, schools, parks, businesses.

Funding:

- CKC Emergent Opportunity Fund (\$100,000 in 2017 & 2018)
- Neighborhood Safety Program – as prioritized
- Private Development Fees and Projects - as assigned

Prioritization: The community has established the priorities for improving connections to the CKC by becoming active in the NSP process or volunteering to fund or build their connection. Just two years after the opening of the Interim Trail, there are 29 neighborhood connections to the CKC (13 primary, and 16 secondary).

- **Primary Trailhead:** is a main at-grade connection of the CKC to a street with sidewalks. Primary trailheads are accessible to those with mobility challenges and do not involve steps or steep slopes. These trailheads were constructed and funded with the Interim Trail.
- **Secondary Trailhead:** is a minor connection typically built by volunteers to connect neighborhoods or parks to the CKC. The size and accessibility of these trailheads are dependent upon the character of the surrounding area and level of use. These connections are not accessible to those with mobility challenges. Some have bicycle runnels and others are envisioned to be enhanced to a primary trailhead status when funding becomes available.

Status of Projects: All 16 of the CKC connections listed in Table 6 are complete. Two priority connections remain: north Crestwoods Park; and NE 116th steps. Two more important connections are being planned. First, the Crestwoods Park connection will be complete after the surface water projects scheduled this summer in that location. Second, the NE 116th steps are on the priority list for possible future funding with the CKC Emergent Opportunity Fund. See Attachment L for a map of primary and secondary trail connections. Trailheads funded by NSP are included in the CKC statistics and maps (so they may appear to be doubling counting when looking at all of the maps/statistics together).

Table 6 – Trailheads

Trailhead location	Funded by	Volunteer
Bridge connecting Houghton Shopping Center	Capital Improvement Program	Wetland mitigation only
Stairs at NE 64 th Street	CKC Emergent Opportunity Fund	Yes
Stairs at NE 55 th Street	CKC Emergent Opportunity Fund and Donations	Yes
Stairs at NE 65 th Street	Development Project	None
Walkway from 6 th Street	Google/SRM	None
Walkway to Lakeview Elementary School	Google/SRM	None
Walkway at 7 th Street	Google/SRM	None
Stairs and trail at 116 th Avenue NE	NSP	Yes
Improved connection at NE 60 th Street	NSP	Yes
Stairs at 10 th Street and 2 nd Avenue	NSP	None
Walkway at 8 th Street South and Railroad Avenue	NSP	None
Stairs and walkway at 111 th Avenue NE	NSP	None
Walkway from Forbes Creek	NSP	None
Stairs at NE 68 th Street	NSP/CKC Emergent Opportunity Fund	None
Stairs at Terrace Park	Parks	Yes
NE 100 th Street near Crestwoods Park/Cotton Hill Park	Private Development fee	Yes

CONCLUSION

Following a City Council briefing, staff is seeking final City Council approval by motion of the prioritized NSP project list at the April 4, 2017 City Council meeting. The final proposed project ranking is shown in Table 1 and the map of these projects is Attachment E. Once approved, staff will move forward with the top priorities first and continue to complete additional projects in order of priority if funding remains.

Attachments:

- A NSP Flow Chart
- B NSP List of Projects
- C NSP Technical Criteria
- D NSP Panel Criteria
- E NSP Map of 2017 Projects
- F SWR Flow Chart
- G SWR Technical Criteria
- H SWR Map of Projects
- I Crosswalk Priorities
- J Crosswalk Flow Chart
- K RFB Map
- L CKC Map of connections

Neighborhood Safety Program Funding Flow Chart Attachment A

Plans

- Citywide Comprehensive Plan
- Active Transportation Plan
- Sewer & Water Utilities
- Neighborhoods
- Other

Other Entities/Partnerships

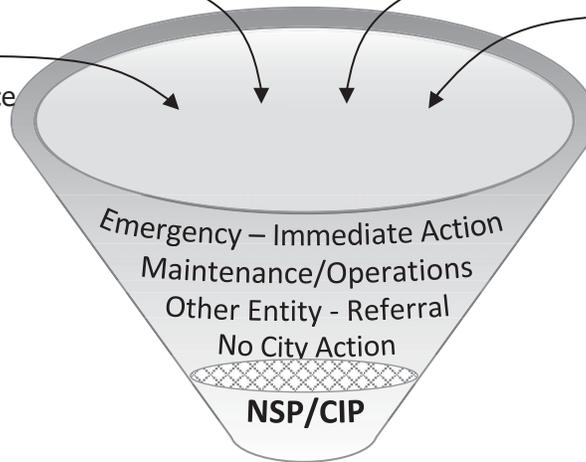
- WSDOT
- Metro
- Other Utilities

Public Interest

- Suggest a Project
- School Walk Routes
- Private Development
- Council Requests

Emergencies

- Public Works Maintenance



Categorize (staff)



Capital Improvement Program

Stakeholder review

- Public
- Transportation commission
- Parks board
- WSDOT
- Private utility
- Grant coordination
- Information Technology
- Interdepartmental

Preliminary List

CIP Development

- Scope
- Budget
- Funding matrix
- ID combo projects
- ID grant projects
- Development

Prioritization

- Criteria or plans
- Development
- Grant opportunities
- Weighted/combo projects
- Stakeholders

Stakeholder review

- Public
- Transportation Commission
- Review prioritization criteria
- Active transportation plan
- Weighted or combo projects

Final NSP/CIP List

- Funded
- Unfunded

Council Adopt

Status of Neighborhood Safety Program Projects 2014- 2016

Attachment B

Project #	Project Description	JFK [NM 0073]	Walkable Kirkland [NM 6-201]	Levy - Ped. [NM 6-200]	Crosswalk [NM 0012]	Private Dev.	Levy - School Rts [NM 6- 100]	Other City Programs	Total Project Costs/Estimate	Status
14NSP01	Rapid Flashing Beacon on NE 132nd Street at 121st Ave NE and turn lane (east to north bound)					\$ 120,867			\$ 120,867	Complete
14NSP02	Rapid Flashing Beacon on Juanita Drive at NE 137th Street connecting Big Finn Hill Park trails							\$ 50,000	\$ 50,000	Summer 2017
14NSP03	Crosswalk and curb along 84th Ave NE from NE 139th Street to NE 141st Street	\$ 975							\$ 975	Complete
14NSP04	Rapid Flashing Beacon on NE 132nd Street at 105th Ave NE	\$ 61,174					\$ 3,003		\$ 64,177	Complete
14NSP05	Trail Connection at Forbes Creek Drive and the CKC - between 113th Court NE and 115th Court NE	\$ 11,006					\$ 1,794		\$ 12,800	Spring 2017
14NSP06	Crosswalk markings along 90th Ave NE at NE 134th Street, NE 137th Street, and NE 139th Street	\$ 46,845					\$ 2,245		\$ 49,090	Complete
14NSP07	Crosswalk markings along NE 145th Street at 84th Ave NE, 88th Ave NE, and 92nd Ave NE	\$ 30,000							\$ 30,000	Complete
15NSP01	Stairs from NE 68 th Street to the CKC		\$ 66,970				\$ 9,989	\$ 17,500	\$ 94,460	Complete
15NSP02	Sidewalk on north side of Kirkland Avenue at 6 th Street South		\$ 78,947				\$ 3,708		\$ 82,655	Complete
15NSP03	Rapid Flashing Beacon on 84th Avenue NE at NE 138th Street crosswalk		\$ 37,273				\$ 1,507		\$ 38,780	Complete
15NSP04	Stairs and bridge connection from 116 th Avenue NE to the CKC		\$ 9,523						\$ 9,523	Complete
15NSP05	Improved connection from NE 60th Street to the CKC		\$ 5,320						\$ 5,320	Complete
15NSP06	Rapid Flashing Beacon at crosswalk on 132 nd Avenue NE at NE 97 th Street			\$ 8,000	\$ 57,029		\$ 3,252		\$ 68,281	Complete
15NSP07	Crosswalk improvements on 112th Avenue at NE 68th Street			\$ 9,016			\$ 331		\$ 9,347	Complete
15NSP08	Rapid Flashing Beacon at crosswalk on 132 nd Avenue NE at NE 93 rd Street			\$ 17,514	\$ 12,971		\$ 43,016		\$ 73,501	Complete
15NSP09	Rapid Flashing Beacon on NE 70 th Place at 130 th Avenue NE			\$ 44,350					\$ 44,350	Complete
15NSP10	Radar speed sign on Juanita Drive (in the vicinity of Woodlands Park)		\$ 1,967	\$ 41,228			\$ 5,164		\$ 48,359	Complete
15NSP11	Crosswalk improvements on 7 th Avenue S. at 1 st Street, 4 th Street, and 5 th Street			\$ 29,892			\$ 2,767		\$ 32,659	Complete
16NSP01	Intersection study for Kirkland Way and Railroad Ave		\$ 7,500						\$ 7,500	Complete
16NSP02	Intersection study for 124th Ave NE and NE 80th Street		\$ 7,500						\$ 7,500	Complete
16NSP03	Stair connection near 2nd Ave at the CKC		\$ 19,515						\$ 19,515	Complete
16NSP04	Extruded curb along 87th Ave NE and 134th Street		\$ 68,264			\$ 10,000			\$ 78,264	Spring 2017
16NSP05	Crosswalk island on 124th Ave NE at 142nd Place		\$ 11,290	\$ 12,637		\$ 26,000			\$ 49,927	Spring 2017
16NSP06	New crosswalk with ramps on Kirkland Ave at Marina Park						\$ 6,600		\$ 6,600	Summer 2017
16NSP07	Sight distance improvement at 15th Ave and 4th Street		\$ 19,640				\$ 25,000		\$ 44,640	Spring 2017
16NSP08	Rapid Flashing Beacon on Market Street at 7th Ave W			\$ 53,071					\$ 53,071	Spring 2017
16NSP09	Rapid Flashing Beacon on 108th Ave NE at 62nd Street			\$ 84,292					\$ 84,292	Spring 2017
16NSP10	Trail lighting and gravel on walkway to NE 126th Street from NKCC		\$ 13,331			\$ 32,500			\$ 45,831	Spring 2017
16NSP11	Gravel walkway along 8th Street South and Railroad Ave to the CKC		\$ 42,160						\$ 42,160	Spring 2017
16NSP12	Asphalt walkway along 7th Ave between 6th & 8th Streets		\$ 10,800						\$ 10,800	Summer 2017
16NSP13	Trail connection at the end of 111th Ave NE to the CKC						\$ 1,320		\$ 1,320	Complete
16NSP14	Intersection study at NE 132nd Street and 136th Ave NE						\$ 7,500		\$ 7,500	complete
		\$ 150,000	\$ 400,000	\$ 300,000	\$ 70,000	\$ 189,367	\$ 76,776	\$ 107,920	\$ 1,294,064	

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 polict 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/likeness 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

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
Neighborhood Benefit/Support (Up to 60 points)	
<p>Neighborhood Benefit:</p> <p>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:</p> <p>Is there support for the project within the neighborhood (e.g., businesses, schools, and PTSAs)? 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
Community Benefit/Support (Up to 20 points)	
<p>Community Benefit:</p> <p>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:</p> <p>Is there broad community support for the project outside the neighborhood (e.g., businesses, schools, PTSAs, and community groups)? Were letters, emails, or a petition submitted with the application?</p>	20
Neighborhood Priority (Up to 10 points)	
<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
Neighborhood/Community Project Partnership (Up to 10 points)	
<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

Plans

- Citywide Comprehensive Plan
- Active Transportation Plan
- Sewer & Water Utilities
- Neighborhoods
- Other

Other Entities/Partnerships

- WSDOT
- Metro
- Other Utilities

Public Interest

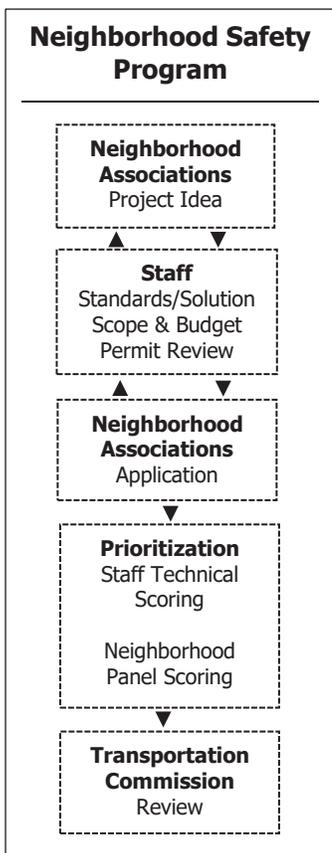
- Suggest a Project
- School Walk Routes
- Private Development
- Council Requests

Emergencies

- Public Works Maintenance



Categorize (staff)



Preliminary List

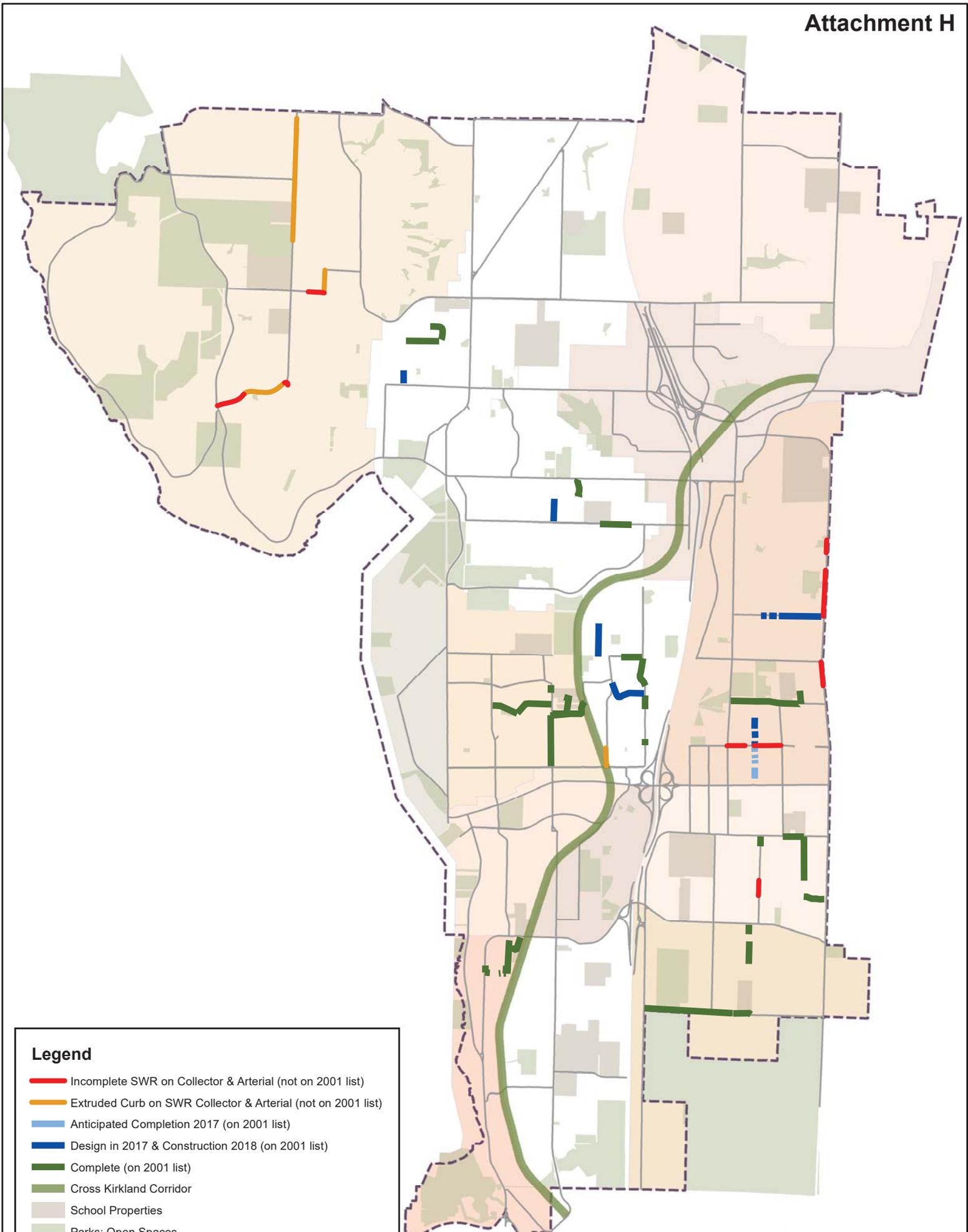


Final NSP/CIP List
- Funded
- Unfunded

Council Adopt

2016 School Walk Route Staff Scoring

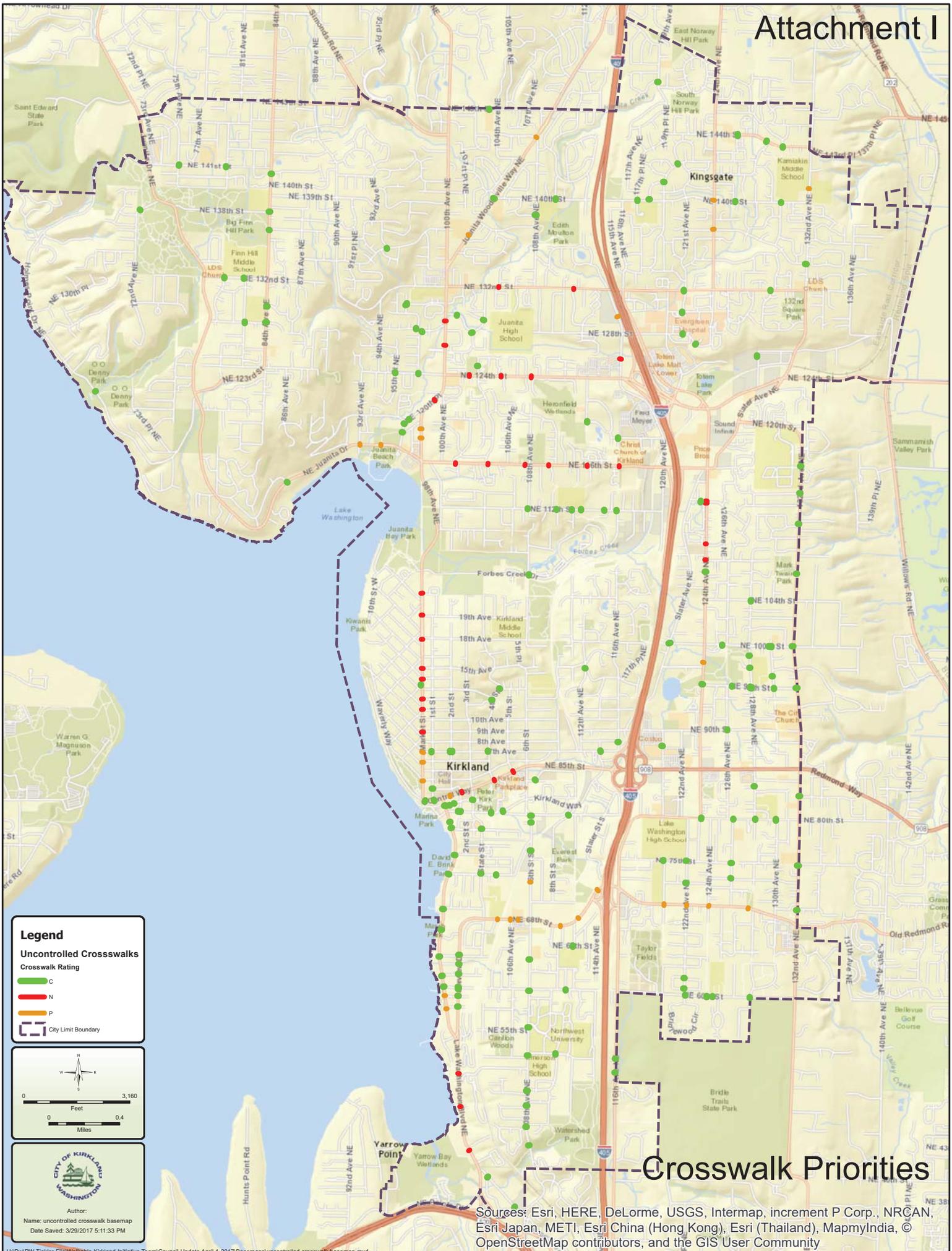
Transportation Master Plan Policy		100
Safe and convenient walkways of the appropriate size are a foundation for pedestrian activity. Kirkland's existing codes call for sidewalks on both sides of almost all streets. Because of the high cost to construct sidewalks everywhere, they are missing in many 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

- Incomplete SWR on Collector & Arterial (not on 2001 list)
- Extruded Curb on SWR Collector & Arterial (not on 2001 list)
- Anticipated Completion 2017 (on 2001 list)
- Design in 2017 & Construction 2018 (on 2001 list)
- Complete (on 2001 list)
- Cross Kirkland Corridor
- School Properties
- Parks; Open Spaces

School Walk Route Map of Projects



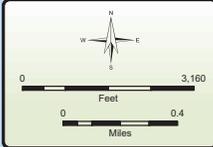
Legend

Uncontrolled Crosswalks

Crosswalk Rating

- C
- N
- P

City Limit Boundary



Author:
Name: uncontrolled crosswalk basemap
Date Saved: 3/29/2017 5:11:33 PM

Crosswalk Priorities

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Plans

- Citywide Comprehensive Plan
- Active Transportation Plan
- Sewer & Water Utilities
- Neighborhoods
- Other

Other Entities/Partnerships

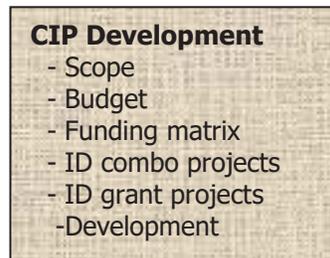
- WSDOT
- Metro
- Other Utilities

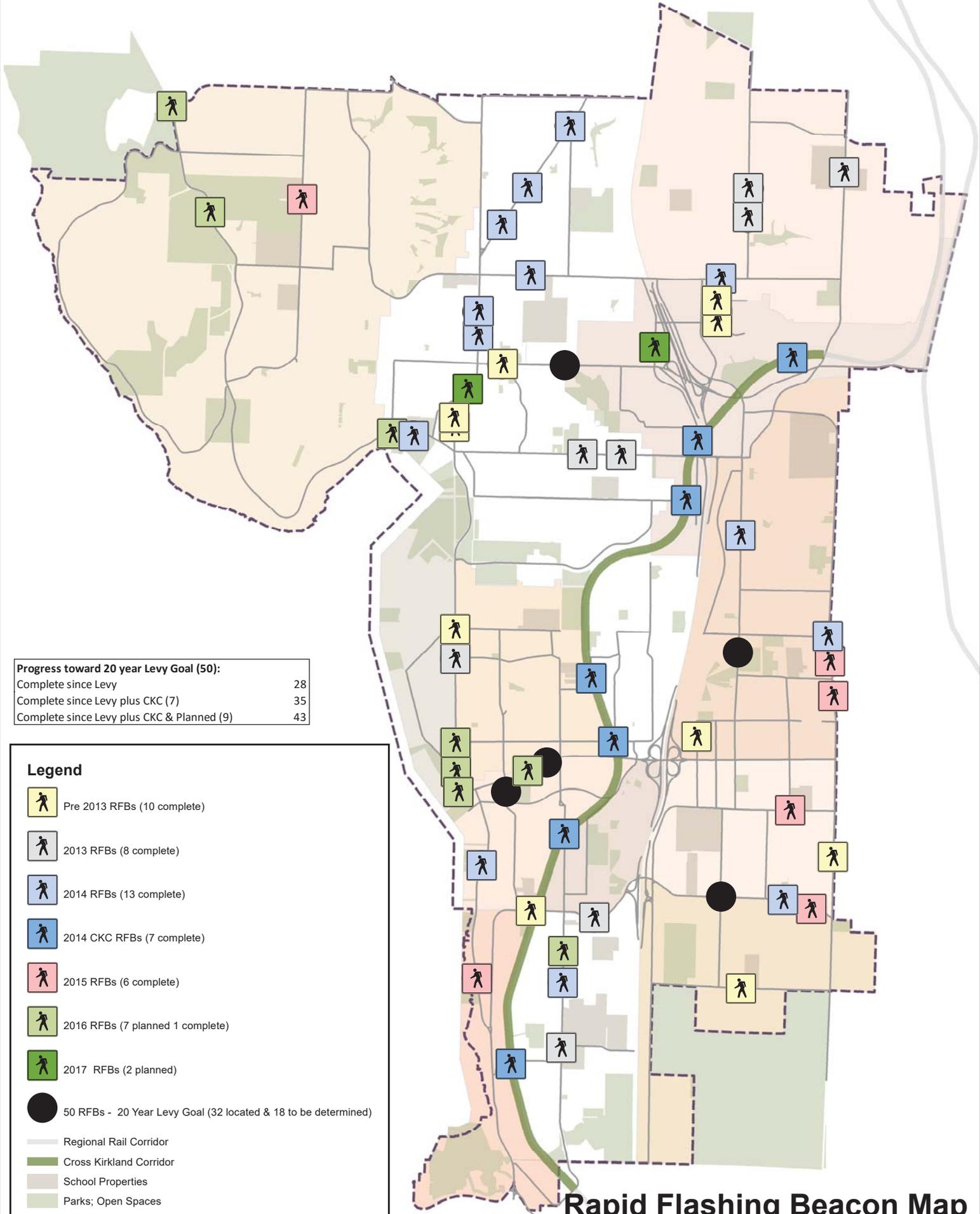
Public Interest

- Suggest a Project
- School Walk Routes
- Private Development
- Council Requests

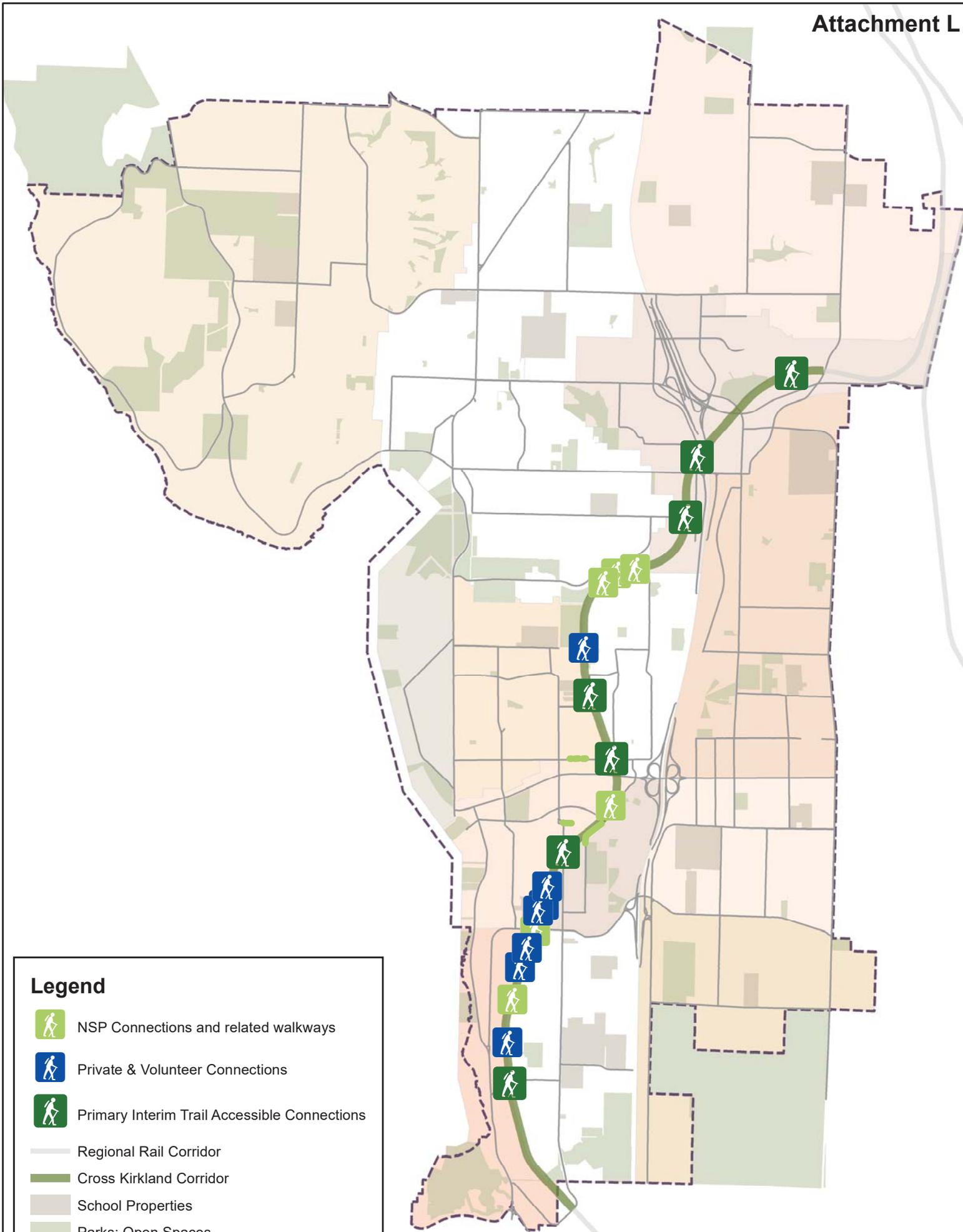
Emergencies

- Public Works Maintenance





Rapid Flashing Beacon Map



Cross Kirkland Corridor Connections