



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: April 5, 2018

Subject: 2018 NEIGHBORHOOD SAFETY PROGRAM (NSP) CNM 1806-201
Street Light Projects ST 0088 001

RECOMMENDATION:

City Council to:

- Approve the recommended Neighborhood Safety Program (NSP) projects for 2018 by motion; and
- Approve the recommended Street Light Projects projects for 2018 by motion.

BACKGROUND DISCUSSION:

Neighborhood Safety Program

The City Council authorized the Neighborhood Safety Program as a way to help "re-energize 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

Current funding sources for the NSP include:

- Street Levy Pedestrian and Bicycle Safety (\$150,000/year).
- Walkable Kirkland Initiative (\$200,000/year) 2015 through 2020.
- Private Development Fees and Projects – when appropriate.
- Other City Programs – when appropriate.

Since its inception, more than \$1.7M has been allocated to neighborhood safety projects through the NSP. While the Program funding has remained the same (\$350,000/year) staff has leveraged an additional \$500,000 from private development fees, grants and other City programs over the years. For the list of NSP projects and costs, see Attachment A.

Prioritization

Neighborhood leaders and staff work closely to develop and continuously improve a prioritization process that adheres to the Transportation Master Plan (TMP) criteria for funding safety improvements. The criteria includes:

- **Improved 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 generally should have a higher priority. However, caution must be exercised so that high cost, high value projects are also considered.
- **Title VI**—Give priority to projects that serve higher risk populations. Higher risk includes populations with inactivity and/or poor health including people living in poverty, minorities, the elderly, and or/people with disabilities.

For the specific data points under each of these categories in the Technical Criteria, see Attachment B. See Attachment C for the Neighborhood Panel criteria. The schedule for the 2018 NSP Program is as follows:

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 Review: March 20, 2018
Panel Decision: March 27, 2018
Transportation Commission review: March 28, 2018
City Council decision: April 17, 2018
Projects announced: April 18, 2018
Projects completed by: June 1, 2019

Staff from the Transportation Division and Capital Improvement Program scope the projects, recommend the most appropriate solutions 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 City administrative and engineering staff.

Similar to last 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 is providing 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, see Attachment D.

Table 1 - Neighborhood Safety Program Project Recommendations

2018 Project Recommendations			General Cost Estimate	
Points	NSP #	Project Name	Low	High
Top Priorities				
136	18NSP01	Bicycle Improvements 98th Ave and 100th Ave NE	\$35,000	\$50,000
132	18NSP02	Radar Speed Sign on 132nd Ave NE from NE 128th to NE 144th Street	\$35,000	\$50,000
127	18NSP03	Radar Speed Sign on Kirkland Way at CKC	\$35,000	\$50,000
119	18NSP04	Trail Connection on the CKC at NE 53rd Street	\$4,000	\$14,000
117	18NSP05	Walkway Improvement on 7th Ave from 4th to 6th Streets	\$35,000	\$50,000
109	18NSP06	Stair Improvements for CKC connection along NE 100 Street at Cotton Hill Park	\$35,000	\$50,000
109	18NSP07	Rapid Flashing Beacon on NE 70th Street at 120th Ave	\$35,000	\$50,000
Total Cost Estimates			\$214,000	\$314,000
Moderate Priorities				
107	18NSP08	Crosswalk at Lakeshore Plaza at Marina Park	\$35,000	\$50,000
106	18NSP09	Radar Speed Sign on 131st Way east of 94th Ave NE	\$35,000	\$50,000
Total Cost Estimates			\$284,000	\$414,000
Lower Priorities				
90	17NSP10	Traffic Control on Slater Ave NE at NE 119th Street	\$35,000	\$50,000
77	17NSP11	Radar Speed Sign on Waverly Way at 5th Ave West	\$35,000	\$50,000
Grand Total Cost Estimates			\$354,000	\$514,000

2018 NSP Panel Recommendations #1

The Neighborhood Safety Panel discussed the combined staff/panel scores listed above and resulting ranking at its final meeting on March 27, 2018. Although the Panel concurred with the adopted ranking methodology, after final ranking was done, the Panel discussed a proposal to switch the Radar Speed Signs on 131st Way east of 94th Avenue NE (18NSP09) with the Stair Improvements for CKC Connection along NE 100th Street at Cotton Hill Park (18NSP06). Ultimately, the Panel recommended the switch, which would mean that the Radar Speed Signs would likely get funded and the CKC Connection might not – depending upon the final bids. The Panel made this unanimous recommendation for two primary reasons:

- 1) A perception that trail connections do not pose as great a safety risk (falling on the stairs in 19NSP06 would not result in as severe of injury as being hit by a car in 18NSP09); and
- 2) 131st Way is not on a school walk route (yet children do walk along this road) and is not directly adjacent to the business district (but does directly lead to the 100th Avenue NE business district).

Transportation Commission Input

On March 28, the Transportation Commission was given a briefing on the 2018 NSP process and recommendations, including the proposed switch in priorities. The Panel's reasons were discussed. The Commission provided the following feedback about the scoring criteria, project ranking and switching of projects after voting:

- 1) Connections within Parks and leading to off-street trails like the CKC should not be considered lower priority than street projects because these trails ultimately move pedestrians and bicyclists onto safer, non-motorized facilities (ultimately reducing pedestrian/bicycle/auto crashes);
- 2) Staff should evaluate crash data to make sure "random" crashes (i.e., accidents having nothing to do with the roadway design or function) are not counted equally to crashes resulting from something inherent to the roadway design; and
- 3) Both the technical and panel criteria have been through a rigorous review, tested, and approved by KAN, NSP Panel, Transportation Commission and City Council. Debating the resulting scores or switching projects after scoring undermines the criteria and is not recommended in the future.

2018 NSP Panel Recommendations #2

On April 2, staff sent the above Transportation Commission recommendations to the NSP Panel and asked if the group still supported switching the two projects. Eleven of the twelve members responded. Five said they support the Commission's recommendation not to switch the projects after the scoring is complete and six said they still want to switch the two projects this year.

2018 NSP Staff Recommendation

Given the conflicting sentiments of the Panel and the comments from the Transportation Commission, staff is recommending the ranking for the 2018 NSP projects be based upon the original combined technical/Panel scores, which reflect Council-adopted policy. Instead of switching projects, staff will research additional funding from other sources and try to reduce costs so more projects can be completed. For example, the radar speed signs on 132nd Avenue NE can possibly be funded by CNM 0012 003 - 132nd Avenue NE Crosswalk Upgrade Program. The scope of the Stair Improvements for CKC

connection along NE 100 Street at Cotton Hill Park could be scaled back or use more volunteer effort to reduce costs.

Staff will also work with the Panel and KAN to see if any adjustments need to be made to the technical criteria (relative weights) to avoid Panel philosophical debates about the scores after the fact. More time will also be added to Panel meetings (3 – 1.5 hour meetings and a tour will be extended to 3 – 2 hour meetings and a tour) to allow for more discussion about the merits of the projects prior to voting.

Status of Projects:

Delivering the NSP projects within one year from City Council approval is the primary goal of the Program. Attachment A identifies the status of all NSP projects since the Program inception with only two projects still awaiting completion.

1. A construction contract was awarded to Trinity Contractors, Inc. for the Intersection Improvements on Kirkland Way and Railroad Avenue at the [March 20, 2018](#) City Council meeting. Construction is expected to start in April with an anticipated completion by June 2018.
2. The Rapid Flashing Beacon on Market and 4th Street, funded by the Lake Front Pedestrian and Bicycle Improvements Project, is expected to be in construction this summer.

Program Evaluation

Aligning with the 2019-2024 Capital Improvement Program update process, staff, the Neighborhood Panel, and KAN did a more comprehensive Program evaluation in 2018. The City Council specifically asked the Panel and staff to evaluate the previously established project dollar limit, overall funding and the annual cycle.

- **Project Limit (\$50,000)**
 Every year, approximately three projects (out of an average of 10 projects per year) exceed the \$50,000 NSP project limit. These projects are approved by the Neighborhood Safety Panel and City Council because they are high priority projects addressing important safety concerns. The projects exceeding the limit fall into one of three categories:
 - 1) Rapid Flashing Beacons – *considered an essential NSP safety technique;*
 - 2) Projects that go over their original estimate – *after a funding commitment has been made; and*
 - 3) Projects estimated to be within 20% of the limit (under \$60,000) – *approved at preliminary design phase knowing the estimates often change as design progresses.*

The average cost of projects has remained relatively stable over time. See Table 2 below.

Table 2 – Average Cost of Neighborhood Safety Projects

Year	Number of Projects	Average Cost
2014	8	\$49,696
2015*	11	\$46,112
2016	14	\$32,780
2017*	7	\$52,983
Total	40	\$43,365

*Not including projects being completed in 2018.

Staff has been diligently trying to reduce the cost of the NSP projects using a number of strategies:

- Provide flexibility in the construction timeline so City crews can do the work (during the winter);
- Use Job Order Contracting, whenever feasible;
- Strategize the timing of bids when contractors are looking for small work (between construction seasons); and
- Hire in-house project engineers with computer aided design skills to reduce design costs.

Project Limit Recommendation

No change – keep at \$50,000.

• **Annual Funding Level (\$350,000)**

After Walkable Kirkland funding is eliminated after 2020 (at the end of the upcoming biennial CIP), the funding for NSP will drop to \$150,000 (annual allocation from the 2012 Levy only).

NSP has successfully leveraged funding through grants, private development fees and projects, and other City programs. As can be seen in Table 4, the total funded amount is typically over \$350,000.

Table 3 – Funded and Unfunded Neighborhood Safety Projects

Year	Number of Funded Projects	Total Funded Amount	Number of Unfunded Projects	Total Unfunded Amount
2014	8	\$397,572	2	\$60,000
2015*	11	\$507,234	4	\$97,100
2016	14	\$458,920	6	\$209,136
2017*	7	\$370,881	8	\$200,000
Total	40	\$1,813,762	20	\$566,236

Annual Funding Level Recommendation

Raise the annual funding from \$350,000 to \$400,000 in the 2019/2024 Capital Improvement Program to keep up with the escalating cost of capital projects.

• **One- or Two-Year Cycle**

The NSP Panel briefly discussed the merits of a two-year cycle but unanimously supports the existing one-year cycle. Panel members believe that the benefits of an annual process outweigh the efficiencies gained by a two-year process. The annual cycle makes the Program more responsive to the Suggest-A-Project requests and more able to address emerging safety needs. The energy around identifying and prioritizing the safety improvements keeps residents engaged and builds momentum each year. Collaboration between neighborhoods and with the City is sustained throughout the year from the project idea stage to construction. Finally, seeing visible accomplishments each year rewards participants and promotes continued involvement.

One- or Two-Year Cycle Recommendation

Continue the one year NSP cycle.

Neighborhood Safety Program Summary

Following a City Council briefing, staff is seeking final City Council approval by motion of the prioritized NSP project list at the April 17, 2018 City Council meeting. The final proposed project ranking is shown in Table 1 and the map of these projects is Attachment D. Once approved, staff will move forward with the top priorities first and continue to complete additional projects in order of priority if funding remains.

Neighborhood Street Light Projects

The City Council authorized one-time funding for the Neighborhood Street Light Projects during the adoption of the 2017 to 2022 Capital Improvement Program in [December of 2017](#). The November 30, 2017 Council memo stated the following about the program:

ST 0088 001 - Neighborhood Street Light Program - New project totaling \$198,000 in 2017 to provide street lighting to neighborhoods in the greatest need with locations to be selected through a prioritization process, funded with available balances from the closure of ST 0088 000- Arterial Streetlight LED Conversion.

The intent of this program is to provide a neighborhood street light selection process similar to the Neighborhood Safety Program (NSP). Street light projects will be proposed by neighborhood associations, evaluated against criteria developed by City staff, and final selection made by the NSP neighborhood panel or a similar group. Details of the street light program will be developed in partnership with KAN and Neighborhood Associations in early 2018 following Council adoption of the CIP.

With this Council direction, the goal of the Neighborhood Street Light Projects is to engage the community in identifying and prioritizing the installation of lights and poles to increase safety for pedestrians, bicycles, and drivers. On January 10, 2018, staff and KAN discussed options for implementing the Street Light Projects. The following key decisions were made:

1. Primary focus on crosswalks at intersections.
2. Priority given to arterials, school walk routes and high crash exposure.
3. Technically based process for first year.

1. Primary focus on crosswalks at intersections

Staff and KAN agreed the primary safety concern is where pedestrians and bicyclists conflict with vehicles, with the highest risk of conflicts at intersection crosswalks. Based on Kirkland Police Department crash records, approximately one-third of pedestrian crashes occurs at intersection crosswalks, where streets are the busiest.

There was consensus that crosswalks at intersections should be the top priority. Second priority is mid-block crossings and the lowest priority is additional lighting for sidewalks in general. Neither KAN nor staff felt the projects should address personal safety (assaults, burglaries, etc.) at this time. If additional funds become available in the future, and the most important vehicle/pedestrian and bicycle conflict zones are improved, there may be an opportunity to address this aspect of street lighting.

2. Priority given to arterials, school walk routes and high crash exposure

City of Kirkland standards require street lights within 20 feet of a crossing with a formal crosswalk (i.e., marked using paint, asphalt stamping or thermoplastic). The City recognizes several crosswalks have been placed that do not have street lights within 20 feet to illuminate pedestrians and other users. Lack of illumination is a particular concern when crosswalks are on arterials with higher speed limits and streets with relatively high volumes of pedestrians, bicycles and vehicles.

To help characterize the extent of street light needs in preparation for the January KAN meeting, the City's Transportation Group compiled a list of existing crosswalks with deficient street lighting on major City streets and completed an initial ranking based on risk. The scoring criteria are described below, and listed on Attachment D, which also lists 46 crosswalks ranked using these criteria.

The crosswalks were categorized by street classification (neighborhood, collector or arterial), whether the crosswalk was on a school walk route, crash history and exposure, the North Carolina system of evaluating risk (based on speed, volumes and number of lanes) and facility type (i.e., midblock versus intersection crossing). The priorities were ranked as follows:

1. Arterials were scored the highest (highest on speeds and volumes), followed by collectors (lower speeds and volumes) and then neighborhood streets (lowest speeds and volumes);
2. School Walk Routes scored higher because these have relatively high risk of potential conflicts during school hours;
3. Crosswalks with one or more documented crashes scored higher than those without a crash history; and
4. Crosswalks with a North Carolina system rating N were scored the highest (in a high conflict zone needing more than a marked crosswalk), followed by P (probably could use an improvement) or C (considered adequate).

Attachment D presents the scoring for the top 46 crosswalks and their ranking based on the scoring system described above. Crosswalks that scored the highest are ones crossing arterials at intersections on school walk routes with high crash exposure and high North Carolina rating. Ten crosswalks in this list are highlighted in yellow and will have street lights added as part of the City's Lake Front project. One crosswalk highlighted in blue will only require an upgrade to an LED light, and the upgrade cost is covered by a different program.

3. Technically based process first year

Staff outlined two draft prioritization processes for discussion with KAN. The first most closely aligned with what was envisioned in the November 30, 2017 Council memo. KAN preferred the second process relying mostly on a technical criteria for prioritization.

Neighborhood Engagement Process

Step 1: Neighborhoods identify street light needs within their neighborhoods, including those submitted through Suggest-A-Project, and discuss and prioritize them with their neighborhood associations. The neighborhoods would submit their top two to three priority locations to the Neighborhood Safety Panel by March 2018.

Step 2: The Neighborhood Safety Panel and staff would prioritize the requests from all of the neighborhoods (using criteria similar to the NSP) and make a funding recommendation to the Transportation Commission in March and to City Council in April with the 2018 NSP project recommendations.

Step 3: After Council approval, Staff would order lighting analyses from PSE for the top priorities locations and complete as many project requests as possible in order of priority. Street lights can usually be added to existing poles without much cost. The major costs occur when adding street lights that require new poles. Installing a new street light pole can vary from approximately \$7,000 up to \$10,000 depending on the distance and effort required to connect to power.

Preferred Technically Based Process

Step 1: KAN review the draft staff technical criteria and resulting list at the January 10, 2018 KAN meeting.

Step 2: KAN review the final staff technical criteria and resulting list of projects at KAN's March 14, 2018 meeting. KAN would provide input and the resulting project priorities would go to the Transportation Commission for input and be included in the City Council recommendations with the 2018 NSP projects in April 2018.

Step 3: After Council approval, Staff would order lighting analysis from PSE for the top priorities locations and complete as many project requests as possible in order of priority. Street lights can usually be added to existing poles without much cost. The major costs occur when adding street lights that require new poles. Installing a new street light pole can vary from approximately \$7,000 up to \$10,000 depending on the distance and effort required to connect to power.

Process Recommendation

KAN discussed both options and decided the technically based process and resulting priority list was the most objective and efficient method of deciding which projects are selected this year. KAN recommended using this process with half of the funding (\$100,000) in 2018 and review the results before deciding the process for 2019.

Street Light Project Summary

Following a City Council briefing, staff is seeking final City Council approval by motion of the prioritized Street Light Project list at the April 17, 2018 City Council meeting. The final proposed project ranking is shown in Attachment E. Once approved, staff will work with PSE to install street lights and poles at the top 10 to 15 locations. The number installed will depend on the cost of each, up to a total of approximately \$100,000. In fall 2018, staff will return to KAN to discuss a process for future street light funding.

Attachments:

- A NSP List of Projects
- B NSP Technical Criteria
- C NSP Panel Criteria
- D NSP Map of 2018 Projects
- E Light Deficient Locations – Evaluation Summary

Status of 2014-2017 NSP Projects										
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
2014										
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							\$ 60,630	\$ 60,630	Complete
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	Complete
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
Grant	Rapid Flashing Beacon on Juanita Drive at 93rd Avenue NE							\$ 59,033	\$ 59,033	Complete
2015										
15NSP01	Stairs from NE 68 th Street to the CKC		\$ 66,970				\$ 9,989	\$ 17,500	\$ 94,459	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
Grant	Rapid Flashing Beacon on Market and 4th Street								TBD	Summer 2018
2016										
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	Complete
16NSP05	Crosswalk island on 124th Ave NE at 142nd Place		\$ 11,290	\$ 12,637		\$ 26,000			\$ 49,927	Complete
16NSP06	New crosswalk with ramps on Kirkland Ave at Marina Park						\$ 6,600		\$ 6,600	Complete
16NSP07	Sight distance improvement at 15th Ave and 4th Street		\$ 19,640				\$ 25,000		\$ 44,640	Complete
16NSP08	Rapid Flashing Beacon on Market Street at 7th Ave W			\$ 53,071					\$ 53,071	Complete
16NSP09	Rapid Flashing Beacon on 108th Ave NE at 62nd Street			\$ 84,292					\$ 84,292	Complete
16NSP10	Trail lighting and gravel on walkway to NE 126th Street from NKCC		\$ 13,331			\$ 32,500			\$ 45,831	Complete
16NSP11	Gravel walkway along 8th Street South and Railroad Ave to the CKC		\$ 42,160						\$ 42,160	Complete
16NSP12	Asphalt walkway along 7th Ave between 6th & 8th Streets		\$ 10,800						\$ 10,800	Complete
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
2017										
17NSP01	Radar Speed Signs on NE 143rd Street and 132nd and 128th Avenue NE		\$ 70,463						\$ 70,463	Complete
17NSP02	Rapid Flashing Beacon on NE 120th Place south of NE 122nd Street			\$ 124,938					\$ 124,938	Complete
17NSP03	Crosswalk Improvement at NE 138th Street and 84th Avenue NE						\$ 2,601		\$ 2,601	Complete
17NSP04	Rapid Flashing Beacon on 116th Avenue NE at 12500 block		\$ 71,138	\$ 25,062					\$ 96,200	Complete
17NSP05	Reflective Pavement Markers on NE 68th Street at 110th Avenue NE (criteria not met for radar speed signs)						\$ 713		\$ 713	Complete
17NSP06	Intersection Improvements on Kirkland Way and Railroad Avenue		\$ 54,625						\$ 54,625	Spring 2018
17NSP07	Intersection Improvements on 124th Avenue NE and NE 80th Street		\$ 3,774				\$ 17,567		\$ 21,341	Complete
		\$ 150,000	\$ 600,000	\$ 450,000	\$ 70,000	\$ 189,367	\$ 76,776	\$ 198,464	\$ 1,734,607	

2018 NSP Technical Safety Criteria

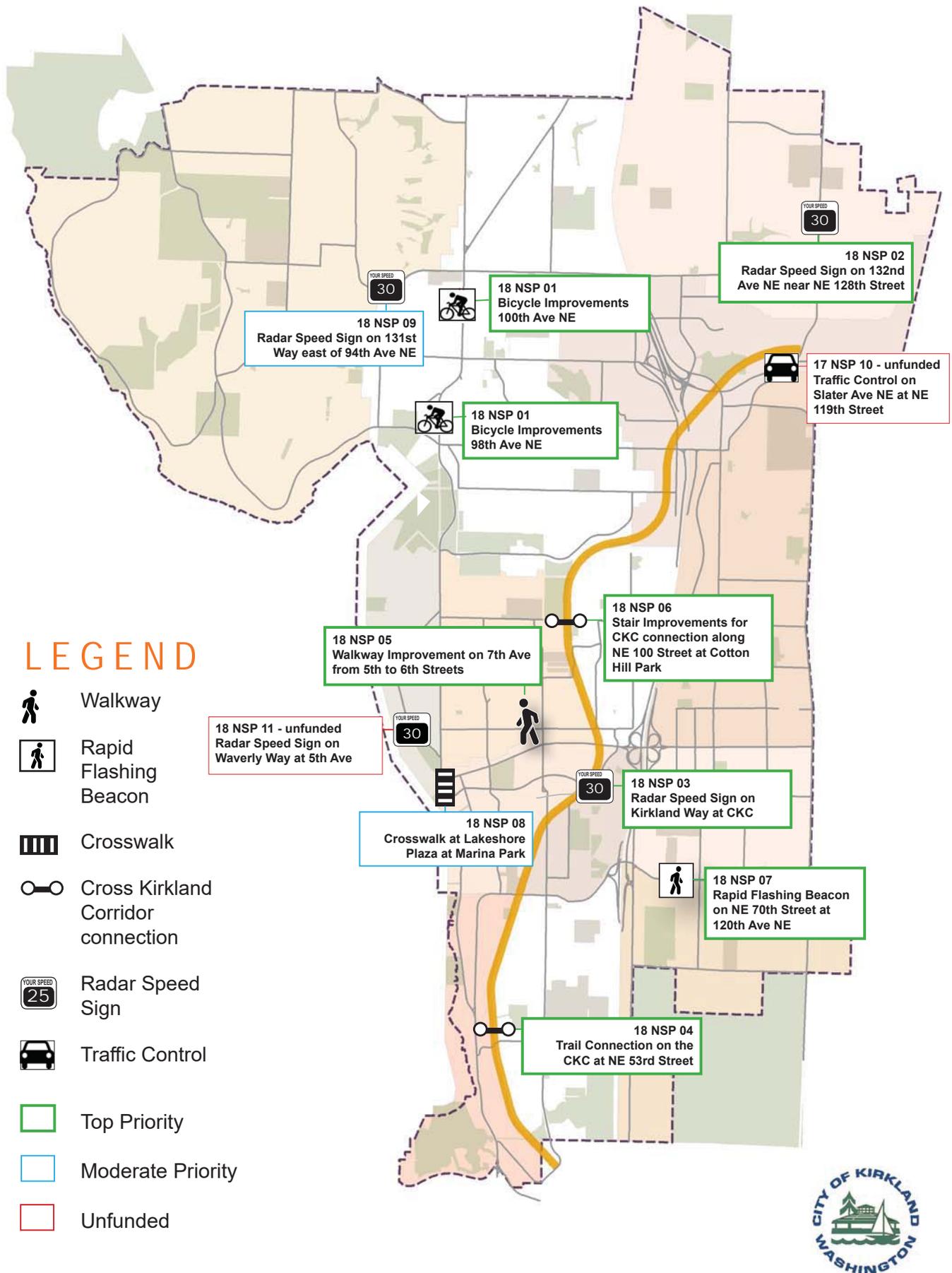
Transportation Master Plan Policy		100
Safe and convenient walkways of the appropriate size are a foundation for pedestrian activity. Kirkland's existing codes call for sidewalks on both sides of almost all streets. Because of the high cost to construct sidewalks everywhere, they are missing in many 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 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
Roadway Design: 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
Volume: 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
Roadway Speeds: 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
Motorized and Nonmotorized Safety: 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
Make Connections —Give high priority to projects that fill gaps by connecting existing sidewalks.		16
Sidewalks: 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
School Walk Route: 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
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.		18
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).	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
Link: The project connects to other multimodal facilities. (Radar speed signs do	No link to Pedestrian/Bicycle/Transit Facility (0)	

2018 NSP Technical Safety Criteria

not link = 0)	Link to Pedestrian OR Bicycle OR Transit Facility (2)	
	Link to Pedestrian AND Bicycle AND Transit Facility (4)	4
Title VI—Health Equity Need: 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
Equity and Social Justice: 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
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.		4
Consistency with Plans: 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	
Neighborhood Association Support: Project was reviewed by the Neighborhood Association and received a priority ranking.	Project Priority 1 (2)	2
	Project Priority 2 (0)	
Transportation Master Plan: 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)	
Maintenance		4
Maintenance of Project: 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

2018 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 project improve safety? • 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 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
Community Benefit/Support (Up to 30 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 it increase safety? • 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, PTAs, and community groups)? Were letters, emails, or a petition submitted with the application?</p>	30
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



LIGHT DEFFICIENT LOCATIONS - EVALUATION SUMMARY

	Main Street	Location	Street Functional Type	School Walk Route	NC Rating	Facility Type	Crash Exp.	Total	Comments
1	Market	18th Ave	3	3	2	3	5	16	
2	108th Ave NE	62nd St	3	3	1	3	5	15	
3	NE 116th St	104th Ave NE	3	0	3	3	5	14	
4	Market	6th Ave	3	0	2	3	5	13	
5	124th Ave NE	NE 95th St	3	3	3	3	0	12	
6	Central Way	1st Stret	3	0	1	3	5	12	
7	Market	19th Ave	3	3	3	3	0	12	
8	Market	20th Ave	3	3	3	3	0	12	
9	NE 132nd St	129th Ave	3	3	2	3	0	11	Change luminaire to LED.
10	124th Ave NE	NE 97th Street	3	3	3	2	0	11	
11	Central Way	Us Bank	3	0	1	2	5	11	
12	NE 116th St	110th Ave	3	3	3	2	0	11	
13	NE 116th St	113th Pl	3	3	3	2	0	11	
14	NE 70th/ NE 68th St	120th Ave NE	3	3	2	3	0	11	
15	NE 70th/ NE 68th St	124th Ave NE	3	3	2	3	0	11	
16	NE 132nd St	128th Ave NE	3	3	2	2	0	10	
17	NE 124th Street	98th Ave NE	3	3	1	3	0	10	
18	NE 70th St	111th Ave NE	3	3	2	2	0	10	
19	NE 70th/ NE 68th St	106th Ave NE	3	3	1	3	0	10	
20	NE 80th St	126th Ave NE	3	3	1	3	0	10	
21	108th Ave NE	NE 55th St/NWC	3	3	1	2	0	9	
22	132nd Ave NE	83rd St NE	3	3	1	2	0	9	
23	Lakeview Dr	NE 60th St (2)	2	3	1	3	0	9	
24	Market	14th Ave	3	0	3	3	0	9	
25	NE 112th St	116th Ave NE	2	3	1	3	0	9	
26	NE 112th St	115th Ave NE	2	3	1	3	0	9	
27	NE 112th St	108th Ave NE	2	3	1	3	0	9	
28	NE 80th St	130th Ave NE	2	3	1	3	0	9	
29	NE 80th St	128th Ave NE	2	3	1	3	0	9	
30	NE 60th St	East of 122nd Ave	2	3	1	3	0	9	
31	Central Way	Main	3	0	3	2	0	8	
32	Lake WA Blvd	NE 58th St	3	0	2	3	0	8	
33	Market	11th Ave	3	0	2	3	0	8	
34	Market	12th Ave	3	0	2	3	0	8	
35	Market	4th Ave	3	0	2	3	0	8	
36	Market	7th Ave	3	0	2	3	0	8	
37	132nd Ave NE	Voc. Tech	3	0	2	2	0	7	
38	Lake Street	10th Ave S	3	0	1	3	0	7	
39	Lake Street	5th Ave S	3	0	1	3	0	7	
40	Lake Street	7th Ave S	3	0	1	3	0	7	
41	Market	9th Ave	2	0	2	3	0	7	
42	NE 70th St/NE 68th st	112th Ave ne	3	0	2	2	0	7	NOTE: ped/vehicle crash occurred week of March 5. Ranking could change based on final police report.
43	6th St	Kirkland Ave	2	0	1	3	0	6	
44	Lake WA Blvd/Lake Street	Marsh Park	3	0	1	2	0	6	
45	NE 38th Place	South Kirkland PR	2	0	2	2	0	6	
46	Kirkland Ave	KPC	2	0	1	2	0	5	

LEGEND

Lake Front Project	
"Top Ten"	
Possible Additional Sites, budget permitting	
Requires only luminaire change.	
Remaining Sites	

PRIMARY EVALUATION CRITERIA AND SCORING

Street Functional Classification	Arterial = 3 Collector=2 Local=1
School Walk Route	Yes=3 No=0
Safety Risk per North Carolina Method	N=3 P=2 C=1
Facility Type	Intersection=3 Midblock Crosswalk=2 Sidewalk/shoulder=1
Crash Experience during the last five years	1 or more crashes=5 No Crashes=0