

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.		28
Crashes: Based upon pedestrian/bicycle statistical maps from Transportation Group and WSDOT	Ped/Bike (1=6, 1<=12)	6
	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 (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.	Under 3,000 average daily trips (0)	
	Between 3,001-15,000 average daily trips (3)	
	Over 15,001 average daily trips (6)	2
Roadway Speeds: Based upon posted speed limits, study data (when available), and anecdotal information. If there is speed data from NTC, 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 maintains or enhances the safety of the following modes.	Bicycle (0-2) (2 if bike lane is 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). There are 6 or 8 stages of completed facility.	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.		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 polict T-5.1 in the Transportation Master Plan).	Low—Walkability factor 1-5.5 (0)	
	Moderate—Walkability factor 6-9 (6)	
	High—Walkability factor of 9-13.5 (12)	
	Very High—Walkability factor of 13.5+ (16)	16
Link: The project connects to other multimodal facilities.	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.		Attachment D: Technical Safety Criteria	24
Equity and Social Justice: Based upon WSDOT ALPACA & OSPI Report Card.*	Minority (<30%=0; 31%-40%=2; 41%<=5)		5
	Free & Reduced Meals <5%=0; 6%-24%=2; 25%<=5)		5
	Language Block Group (>6%=5)		5
	Disabled (<9%=0; 9%-14%=2; 14%<=5)		5
	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.	Greater maintenance than existing (0)		
	Same maintenance as existing (2)		
	Less maintenance than existing (4)		4

*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>