CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020

PROJECT #	**NM 0012 001**
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 116TH STREET CROSSWALK UPGRADE		
PROJECT LOCATION	Various locations along NE 116th Street	**PROJECT START**	**PROJECT STATUS**
		2017	Existing Project

DESCRIPTION/JUSTIFICATION

Crosswalk improvements such as pedestrian flashing beacons (RRFB's), improved lighting, or traffic islands with community input through the City's Comprehensive Plan process. The Active Transportation Plan and Transportation Master Plan identified the need for improved pedestrian crossing in the City's pedestrian system.

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS

Transportation Master Plan

COUNCIL GOALS

Balanced Transportation

Public Safety

Neighborhoods

METHOD OF FINANCING (%)

Current Revenue	100 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2017	2018	2019	2020	2021	2022	**2017-2022 TOTAL**	Future Year(s)	**Total Project**
Planning/Design/ Engineering	0	30,000	34,000	0	0	0	0	64,000	0	64,000
In-House Professional Svcs.	0	14,000	16,000	0	0	0	0	30,000	0	30,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	156,000	180,000	0	0	0	0	336,000	0	336,000
Comp. Hardware/ Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	200,000	230,000	0	0	0	0	430,000	0	430,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	*Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.*
Community economic impacts	*Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.*
Health and safety, environmental, aesthetic, or social effects	*Create pedestrian-friendly atmosphere by providing crosswalk upgrades that could reduce potential risk to pedestrians.*
Responds to an urgent need or opportunity	*Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.*
Feasibility, including public support and project readiness	*Project is desired by the public and is technically feasible.*
Conforms to legal or contractual obligations	*Project will be designed and built to comply with professional and legal requirements.*
Responds to state and/or federal mandate	*N/A*
Benefits to other capital projects	*Completes a segment of the priority one non-motorized network.*
Implications of deferring the project	*Pedestrians will not benefit from planned enhancement for crossing streets.*
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: *South Juanita* Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment ☐ (Specify)
LEVEL OF SERVICE IMPACT	☐ Project provides no new capacity (repair, replacement or renovation). ☐ Project provides new capacity. Amount of new capacity provided: ☑ Project assists in meeting/maintaining adopted level of service. ☐ Project required to meet concurrency standards.