



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Kari Page, Senior Neighborhood Services Coordinator
Julie Underwood, Interim Director of Public Works
Kathy Robertson, Neighborhood Traffic Control Coordinator

Date: April 9, 2020

Subject: 2020 NEIGHBORHOOD SAFETY PROGRAM (NSP) - NMC 0062020 & 0062120
STREET LIGHT PROJECT STC 0880100

RECOMMENDATION:

It is recommended that the City Council approve by motion the recommended Neighborhood Safety Program (NSP) projects for 2020 and also receive an update on the recommended Street Light Projects 2019 projects.

BACKGROUND DISCUSSION:

The Neighborhood Safety Program

The City Council authorized the Neighborhood Safety Program 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 incentives for neighborhood participation.
- 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/Teacher Student Associations (PTSAs), 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 \$2.7M has been allocated to neighborhood safety projects through the NSP. While the Program funding has remained the same (\$350,000/year), staff has leveraged more than \$800,000 from private development fees, grants, and other City programs over the years. For the list of all NSP projects and costs, see Attachment A.

The Walkable Kirkland Initiative (created in the 2015-2020 Capital Improvement Program) was funded from a retiring debt related to the downtown parking garage at the end of 2014. The funds were earmarked for one-time needs in both the NSP and Safe Walk Routes to School Program through 2020. In 2021, these one-time funds are scheduled to be used to offset the loss of the Annexation Sales Tax Credit and will no longer be available for the NSP. Below is an excerpt from the 2015-2016 Budget (page viii) describing the source of funds:

Approximately \$.39 million per year resulting from retiring debt at the end of 2014 is included as a set a side in the 2025-16 budget in anticipation of offsetting the loss of the Annexation Sales Tax Credit in 2021. These funds are available for one-time needs in 2015-2016 (a total of \$.78 million) and the City Manager is recommending to use them to establish a Walkable Kirkland Initiative that would continue through 2021. This additional investment, and the potential use of the set-aside funds until the Annexation Sales Tax Credit expiration, will supplement and accelerate the Street Levy Pedestrian Safety and Safe School Walk route investments and related projects identified in the Transportation Master Plan.

As part of the upcoming 2021-2026 Capital Improvement Program budget process, the City Council will have an opportunity to review potential funding options to replace the Walkable Kirkland Initiative to maintain funding for the Neighborhood Safety Program beyond 2020.

Each year, approximately four 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 the City Council because they are high priority projects addressing important safety concerns. In 2020, seven of the eleven projects exceed the project limit. The City Council will have an opportunity to discuss the project limit during the 2021-2026 Capital Improvement Program budget process.

2020 Neighborhood Safety Program Schedule

The NSP schedule has remained relatively unchanged over the years. The process starts with a social media push for project ideas through the Suggest-A-Project interactive map in the spring/summer which culminates into a list of viable project suggestions from the public in late August. This list is sent to the neighborhoods for their review and prioritization in September and October.

Neighborhoods select project ideas: September - December 2, 2019

Project Ideas Due: Monday, December 2, 2019

Project Conferences: Tuesday February 4 and/or Thursday February 6, 2020

Applications Available: After Project Conference

Applications Due: Friday, February 14, 2020

Staff Review/Technical Scores: February 14–28, 2020

Panel Review:

Site Tour: Tuesday, March 3, 2020 (Site Tour: Noon–2 p.m.)

First Meeting: Tuesday, March 10, 2020 Rose Hill Room, 5–7 p.m.

Panel Decision: Tuesday, March 17, 2020 Houghton Room, 5–7 p.m.

City Council Decision: Tuesday, April 21, 2020

Projects Announced: Wednesday, April 22, 2020

Projects Completed By: June 1, 2021

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 include:

- **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.

Please refer to the Technical Criteria within Attachment B for the specific data points under each of these. See Attachment C for the Neighborhood Panel criteria.

Project Recommendations

As can be seen in Table 1 on the following page, 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.

Table 1 - Neighborhood Safety Program Project Recommendations

| 2020 Project Recommendations | | | General Cost Estimate | |
|------------------------------|---------|--|-----------------------|-----------|
| Points | NSP # | Project Name | Low | High |
| Top Priority | | | | |
| 143 | 20NSP01 | MK-1 Intersection Improvements at Central Way and Market | | +\$50,000 |
| 134 | 20NSP02 | EH-1 Crosswalk on 132nd Ave NE at NE 129th Street | | +\$50,000 |
| 125 | 20NSP03 | FH-1 Rapid Flashing Beacon on 84th Avenue NE and NE 137th Street | | +\$50,000 |
| 125 | 20NSP04 | MB-1 Rapid Flashing Beacon on Central Way at Main | | +\$50,000 |

| Moderate Priorities | | | | |
|----------------------------|---------|---|----------|-----------|
| 124 | 20NSP05 | JN-1 Intersection Improvements on 108th Avenue NE at NE 137th Place | \$35,000 | \$50,000 |
| 117 | 20NSP06 | NRH-1 Rapid Flashing Beacon on 124th Avenue NE and NE 104th Street | | +\$50,000 |
| 105 | 20NSP07 | HL-1 Pedestrian safety at 110th Avenue NE and CKC | \$35,000 | \$50,000 |

| Lower Priorities | | | | |
|-------------------------|---------|--|----------|-----------|
| 104 | 20NSP08 | EV-2 Radar Speed Sign on NE 68th St west of I-405 | | +\$50,000 |
| 103 | 20NSP09 | SRHBT-1 Rapid Flashing Beacon on 116th Avenue NE at NE 75th Street (contribution toward Greenways Project) | | \$25,000 |
| 94 | 20NSP10 | SRHBT-2 Walkway Improvement on 122nd Avenue NE at 8200 Block | \$15,000 | \$34,000 |
| 54 | 20NSP11 | NK-1 Rapid Flashing Beacon on 7th Ave and 5th Streets | | +\$50,000 |

For a map of the projects, see Attachment D.

The Central Houghton Neighborhood NSP application is a traffic and pedestrian circulation study at the intersection in front of the International Community School (NE 65th Street and 112th Avenue NE). This project was rolled into the Safer Routes to School traffic circulation study and will be completed after schools are back in session. Two neighborhoods did not apply for funding this year: Lakeview and Totem Lake. However, the Lakeview Neighborhood had a representative on the NSP Panel.

Over the last two years the average cost of projects has increased significantly resulting in fewer projects being done.

Table 2 – Average Cost of NSP Projects

| Year | Average Cost | Number of Funded Projects | Total Cost of Projects |
|-------------|---------------------|----------------------------------|-------------------------------|
| 2014 | \$49,696 | 8 | \$397,572 |
| 2015 | \$47,927 | 12 | \$575,134 |
| 2016 | \$32,780 | 14 | \$458,920 |
| 2017 | \$48,559 | 8 | \$388,473 |
| 2018 | \$39,641 | 10 | \$396,418 |
| 2019 | \$78,777 | 7 | \$551,439 |
| 2020 | \$94,000 | 4 | *\$376,000 |

*High level cost estimates for the top priority projects (based on 10% design).

Status of Projects:

Attachment A identifies the status of all NSP projects since the Program inception. On March 17, 2020 the City Council awarded the bid for the 2019 NSP. Construction is expected to begin in May of 2020. All previous projects are complete.

Council Approval of Neighborhood Safety Program List

Following a City Council briefing, staff is seeking City Council approval by motion of the prioritized NSP project list at the April 21, 2020 City Council meeting. The final proposed project ranking is shown in Table 1, above, and the map of these projects is provided as 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 updated 2017-2022 Capital Improvement Program (CIP) in December 2017. The source of funding was an available balance of \$198,000 from the closure of ST 0088 000—Arterial Streetlight LED Conversion. The program originally was intended to provide a neighborhood street light selection process similar to the Neighborhood Safety Program (NSP). Details of the street light program were to be developed in partnership with KAN and Neighborhood Associations in early 2018 following Council adoption of the CIP.

On January 10, 2018, staff and KAN discussed options for implementing the Street Light Projects. KAN made the following recommendations:

1. Primary focus on high risk crosswalks at intersections
2. Priority given to arterials, school walk routes, and high crash exposure.
3. Technically-based process for first year (2018).
4. Spending limit of \$100,000 the first year.

Neither KAN nor staff felt the projects should prioritize personal safety (assaults, burglaries, etc.) at this time. KAN requested staff report on progress at the end of the first year, before making recommendations for the second year (2019).

On November 14, 2018 staff provided the requested progress report to KAN. KAN recommended the City continue focusing on correcting light deficiencies at crosswalks.

Crosswalk Prioritization

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 E, which also lists the original 46 crosswalks ranked using the 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 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).

Overall, crosswalks that scored the highest are ones crossing arterials at intersections on school walk routes with high crash exposure and high North Carolina rating. One exception is the Council-directed street light on NE 126th Place near the preschool in Totem Lake. A second exception is the NE 132nd St/136th Ave NE Intersection Improvements, which includes crosswalk and curb ramp adjustments plus adds a street light at the crossing. A street light does not exist now.

Attachment F contains a second crosswalk prioritization list that continues where the original list left off. These crosswalk locations were prioritized using the same scoring and ranking process as the original list.

Street Light Progress

In Attachment E, crosswalks that were being installed and funded by the City's Lake Front Project in this list are highlighted in yellow and listed below. This reduced the list to 37 high priority crosswalk sites to be funded as much as possible through the Neighborhood Street Light Program. Four high priority street light sites were added (one at an RFB location on 84th Ave NE, one at the site of a pedestrian crossing accident, another based on Council direction on NE 126th Place near a preschool in Totem Lake and the third for the NE 132nd St/136th Ave NE project), bringing the total to 41 sites.

The City owns street lights at five crosswalk sites, which are highlighted brown in the list in Attachment E. Street lights at crosswalk sites highlighted blue and green belong to PSE.

Based on the old High-Pressure Sodium (HPS) light fixtures, the City developed a standard requiring a street light to be within 20 feet of a crosswalk. Initially, staff assumed most sites listed in Attachment E would require new street light poles because existing street lights were

more than 20 feet from the crosswalks. When the illumination analyses were completed at each site, however, most recommendations were: 1) to upgrade from HPS to LED fixtures, 2) to replace lower illumination LEDs with a more powerful LEDs, or 3) to add an LED street light to an existing power pole. So far, only one site required a new street light pole. New poles are required when a pole did not already exist, an existing pole does not have room to add a street light, or the pole is not the type to be able to add a street light.

As of March 2020, of crosswalk locations on the original list:

1. All locations with PSE street lights are completed except one - NE 132nd ST/136th Ave NE.
2. PSE is designing the street light for NE 132nd St/136th Ave NE, and the light should be installed this summer.
3. Three COK sites are done.
4. Two remaining COK sites will be installed once a lighting evaluation is completed.

To date, the City has spent \$122,000, including the anticipated costs for the two remaining COK and one PSE street lights in the original list. \$76,000 remains of the one-time fund of \$198,000.

In April 2019, City Council directed staff to continue with the existing prioritization process. The City's Transportation Group developed a list of the next priority high risk light-deficient crosswalk sites, which is Attachment F. These will be submitted in batches to PSE for analysis and design, until the balance remaining from the \$198,000 is expended. The number of sites that can be completed will depend on how many can be resolved by upgrading fixtures versus installing new poles. Currently, PSE is evaluating eight of these sites.

Street Light Project Council Action

Staff is not seeking additional City Council approval at this time. Staff will continue to work with PSE to install street lights and poles at the next locations until the funding is exhausted.

Attachment A: NSP List of All NSP Projects

Attachment B: NSP Technical Criteria

Attachment C: NSP Panel Criteria

Attachment D: NSP Map of 2019 Projects

Attachment E: Light Deficient Locations—Evaluation Summary

Attachment F: Second Crosswalk Prioritization List

2019 NSP Project Team

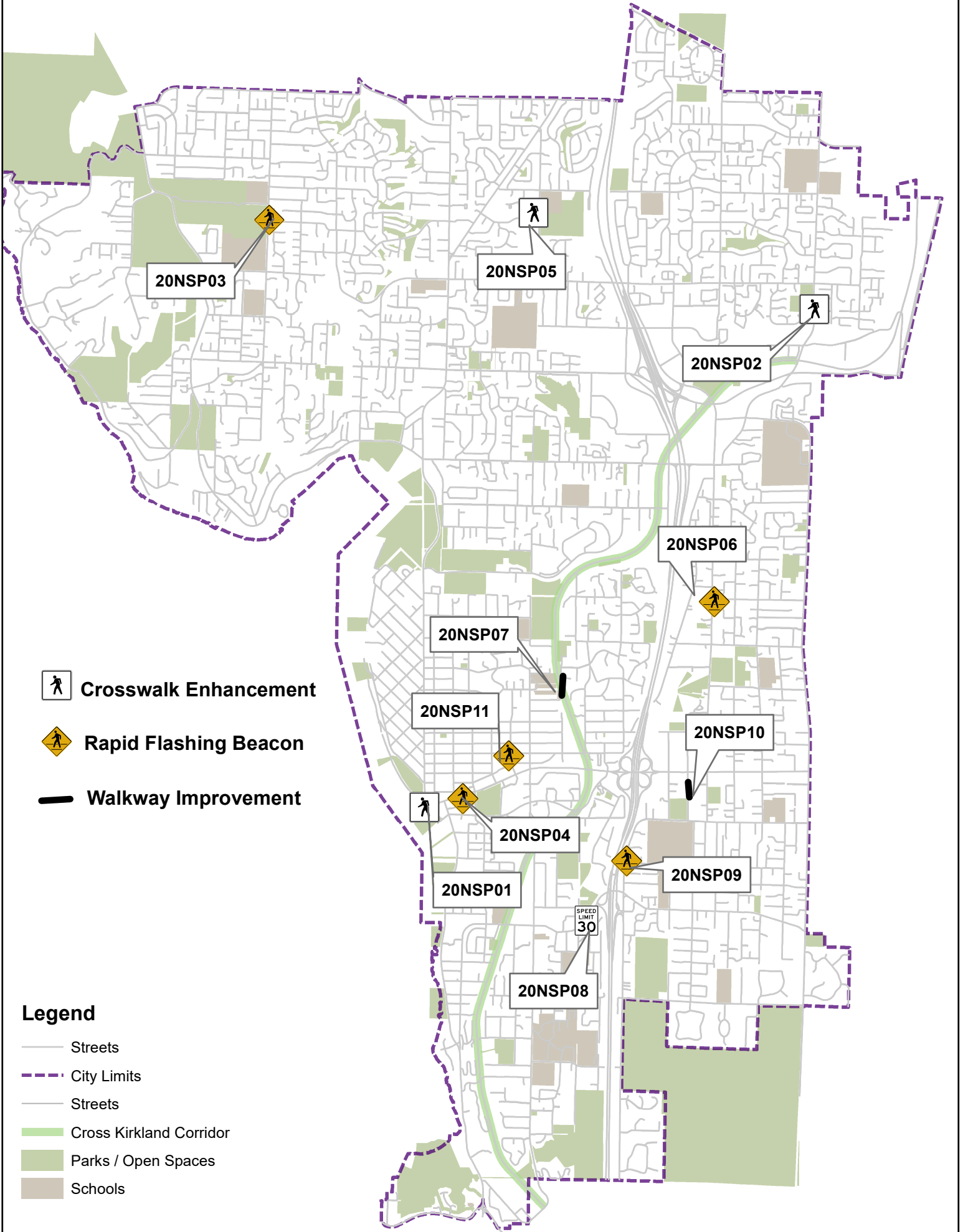
| Transportation Master Plan Policy | | 100 |
|--|--|------------|
| Improve safety—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes. | | 38 |
| Crashes: Based upon Kirkland Police Department crash records from previous 5 years. Crash must match problem/issue. | 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) (turn lane counts as one lane) | 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 bicycle facility 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 | | 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 polict T-5.1 in the Transportation Master Plan). | Low—Walkability factor 1-5.5 (0) (Level 1 on map) | |
| | Moderate—Walkability factor 6-9 (6) (Level 2 on map) | |
| | High—Walkability factor of 9-13.5 (10) (Level 3 on map) | |
| | Very High—Walkability factor of 13.5+ (14) (Level 4 on map) | 14 |
| Link: The project connects to other multimodal facilities. (Radar speed signs do not link = 0) | No link to Pedestrian/Bicycle/Transit Facility (0) | |
| | Link to Pedestrian OR Bicycle OR Transit Facility (2) | |
| | Link to Pedestrian AND Bicycle AND Transit Facility (4) | 4 |

2019 NSP Project Team

| Transportation Master Plan Policy | | 100 |
|--|---|------------|
| Title VI—Health Equity Need: Projects that would serve populations at a higher risk for inactivity and/or poor health outcomes, including people living | | 16 |
| Equity and Social Justice: Based upon WSDOT ALPACA & OSPI Report Card. Weighted annually based on applicants. | Minority (<17%=0; 18%-29%=2; 30%<=3) | 3 |
| | Free & Reduced Meals (<10%=0; 11%-20%=2; 21%<=3) | 3 |
| | Language Block Group (>2%=3) | 3 |
| | Disabled (<5%=0; 6%-10%=2; 10.1%<=3) | 3 |
| | Elderly % Over 65 (>18%=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 | | 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 | | 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 |

2019 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 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 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

Attachment E

| Main Street | Location | Street Functional Type | School Walk Route | NC Rating | Facility Type | Crash Exp. | Total Score | Site No. | Design | Cost |
|--------------------------|-------------------|------------------------|-------------------|-----------|---------------|------------|-------------|----------|------------------------------------|-------------|
| Market | 18th Ave | 3 | 3 | 2 | 3 | 5 | 16 | 1 | change out to LEDs | \$3,226.78 |
| 108th Ave NE | 62nd St | 3 | 3 | 1 | 3 | 5 | 15 | 2 | change out to LEDs | \$617.29 |
| NE 116th St | 104th Ave NE | 3 | 0 | 3 | 3 | 5 | 14 | 3 | change out to LEDs | \$838.52 |
| 124th Ave NE | NE 95th St | 3 | 3 | 3 | 3 | 0 | 12 | 4 | change out to LEDs | \$588.15 |
| Central Way | 1st Street | 3 | 0 | 1 | 3 | 5 | 12 | 5 | increase LED wattage | see below |
| Market | 20th Ave | 3 | 3 | 3 | 3 | 0 | 12 | 6 | change out to LEDs | \$3,306.84 |
| NE 132nd St | 129th Ave | 3 | 3 | 2 | 3 | 0 | 11 | | change out to LEDs | \$0.00 |
| 124th Ave NE | NE 97th Street | 3 | 3 | 3 | 2 | 0 | 11 | 7 | change out to LEDs | \$1,057.34 |
| Central Way | Us Bank | 3 | 0 | 1 | 2 | 5 | 11 | 8 | increase LED wattage | see below |
| NE 116th St | 110th Ave | 3 | 3 | 3 | 2 | 0 | 11 | 9 | change out to LEDs | \$817.98 |
| NE 116th St | 113th Pl | 3 | 3 | 3 | 2 | 0 | 11 | 10 | change out LEDs | \$5,318.05 |
| NE 70th/ NE 68th St | 120th Ave NE | 3 | 3 | 2 | 3 | 0 | 11 | 11 | change out to LEDs | \$3,518.42 |
| NE 70th/ NE 68th St | 124th Ave NE | 3 | 3 | 2 | 3 | 0 | 11 | 12 | change out to LEDs | \$2,390.67 |
| NE 132nd St | 128th Ave NE | 3 | 3 | 2 | 2 | 0 | 10 | 13 | change out to LEDs | \$861.04 |
| NE 124th Street | 98th Ave NE | 3 | 3 | 1 | 3 | 0 | 10 | 14 | change out to LEDs | \$694.63 |
| NE 70th St | 111th Ave NE | 3 | 3 | 2 | 2 | 0 | 10 | 15 | change out to LEDs | \$861.04 |
| NE 70th/ NE 68th St | 106th Ave NE | 3 | 3 | 1 | 3 | 0 | 10 | 16 | change out to LEDs | \$772.06 |
| NE 80th St | 126th Ave NE | 3 | 3 | 1 | 3 | 0 | 10 | 17 | pole/change out to L | \$22,354.24 |
| 108th Ave NE | NE 55th St/NW/C | 3 | 3 | 1 | 2 | 0 | 9 | 18 | change out to LEDs | \$560.00 |
| NE 70th St/NE 68th st | 112th Ave NE | 3 | 0 | 2 | 2 | 0 | 7 | 19 | change out to LEDs | \$811.45 |
| 132nd Ave NE | 83rd St NE | 3 | 3 | 1 | 2 | 0 | 9 | 20 | change out to LEDs | \$506.98 |
| Lakeview Dr | NE 60th St (2) | 2 | 3 | 1 | 3 | 0 | 9 | 21 | pole/change out to L | \$5,912.19 |
| Market | 14th Ave | 3 | 0 | 3 | 3 | 0 | 9 | 22 | change out to LEDs | \$1,161.26 |
| NE 112th St | 116th Ave NE | 2 | 3 | 1 | 3 | 0 | 9 | 23 | change out to LEDs | \$488.19 |
| NE 112th St | 115th Ave NE | 2 | 3 | 1 | 3 | 0 | 9 | 24 | change out to LEDs | \$476.07 |
| Juanita Drive | 86th Ave NE | 3 | 0 | 1 | 3 | 0 | 7 | 25 | change out to LEDs | \$811.45 |
| NE 112th St | 108th Ave NE | 2 | 3 | 1 | 3 | 0 | 9 | 26 | change out to LEDs | \$323.64 |
| NE 80th St | 130th Ave NE | 2 | 3 | 1 | 3 | 0 | 9 | 27 | change out to LEDs | \$494.93 |
| NE 80th St | 128th Ave NE | 2 | 3 | 1 | 3 | 0 | 9 | 28 | change out to LEDs | \$1,589.55 |
| NE 60th St | East of 122nd Ave | 2 | 3 | 1 | 3 | 0 | 9 | 29 | change out to LEDs | \$442.03 |
| Lake WA Blvd | NE 58th St | 3 | 0 | 2 | 3 | 0 | 8 | 30 | change out to LEDs | \$2,747.10 |
| Market | 11th Ave | 3 | 0 | 2 | 3 | 0 | 8 | 31 | change out to LEDs | \$595.79 |
| Market | 12th Ave | 3 | 0 | 2 | 3 | 0 | 8 | 32 | change out to LEDs | \$595.79 |
| Central Way | Main | 3 | 0 | 3 | 2 | 0 | 8 | 33 | increase LED wattage | \$2,440.35 |
| 132nd Ave NE | Voc. Tech | 3 | 0 | 2 | 2 | 0 | 7 | 34 | change out to LEDs | \$727.38 |
| 6th St | Kirkland Ave | 2 | 0 | 1 | 3 | 0 | 6 | 35 | change out to LEDs | \$430.78 |
| NE 38th Place | South Kirkland PR | 2 | 0 | 2 | 2 | 0 | 6 | 36 | holding off pending LED evaluation | |
| Kirkland Ave | KPC | 2 | 0 | 1 | 2 | 0 | 5 | 37 | holding off pending LED evaluation | |
| 84th Ave NE | NE 138th St | 3 | 3 | 2 | 3 | 0 | 11 | 38 | change out to LEDs | \$323.64 |
| Market | 19th Ave | 3 | 3 | 3 | 3 | 0 | 12 | | | |
| Market | 6th Ave | 3 | 0 | 2 | 3 | 5 | 13 | | | |
| Market | 4th Ave | 3 | 0 | 2 | 3 | 0 | 8 | | | |
| Market | 7th Ave | 3 | 0 | 2 | 3 | 0 | 8 | | | |
| Lake Street | 10th Ave S | 3 | 0 | 1 | 3 | 0 | 7 | | | |
| Lake Street | 5th Ave S | 3 | 0 | 1 | 3 | 0 | 7 | | | |
| Lake Street | 7th Ave S | 3 | 0 | 1 | 3 | 0 | 7 | | | |
| Market | 9th Ave | 2 | 0 | 2 | 3 | 0 | 7 | | | |
| Lake WA Blvd/Lake Street | Marsh Park | 3 | 0 | 1 | 2 | 0 | 6 | | | |

For three upgrades Sites 5, 8 and 33

\$68,661.62

Other lights

| | | |
|----------------------------|----------------|--------------------|
| 114th AVE NE/NE 87th | | \$655.76 |
| NE 132nd ST/136th AVE NE | palceholder ** | \$35,000.00 |
| NE 126th Pl/139th Driveway | | \$16,779.72 |
| Subtotal | | \$52,435.48 |
| | | \$52,435.48 |

** Pending fieldwork and final PSE design.

Expended to date \$121,097.10

LEGEND

| | | |
|--------------------------------|--|--|
| Lake Front Project - installed | | NOTE: funded outside the Neighborhood Street Light Program |
| TB installed - PSE | | |
| PSE Installed | | |
| COK | | |
| COK - not yet installed | | |

Balance \$198,000 \$76,902.90

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 |

2020 List of light deficient crosswalks

Attachment F

| Primary Street | Nearest cross street | Street Functional Type | School Walk Route | NC Rating | Facility Type | Crash Exp. | Total | Lighting Analysis Requested |
|------------------|--|------------------------|-------------------|-----------|---------------|------------|-------|-----------------------------|
| 6TH ST S | N OF 9TH AVE S (AT GOOGLE) | 3 | 3 | 2 | 1 | 5 | 14 | 4-Mar |
| NE 70TH PL | E OF 130TH AVE NE | 3 | 0 | 2 | 3 | 5 | 13 | 4-Mar |
| NE 95TH ST | E OF 130TH AVE NE | 2 | 3 | 1 | 3 | 0 | 9 | 4-Mar |
| MARKET ST | S OF CENTRAL WAY | 3 | 0 | | 3 | 5 | 11 | |
| 108TH AVE NE | S OF NE 60TH ST | 3 | 3 | 1 | 3 | 0 | 10 | 4-Mar |
| 6TH ST | S OF 10TH AVE | 2 | 3 | 1 | 3 | 0 | 9 | 4-Mar |
| 18TH AVE | E OF 5TH PL | 2 | 3 | 1 | 3 | 0 | 9 | 4-Mar |
| NE 100TH ST | W OF 130TH AVE NE | 2 | 3 | 1 | 3 | 0 | 9 | 4-Mar |
| NE 95TH ST | E OF 128TH AVE NE | 2 | 3 | 1 | 3 | 0 | 9 | 4-Mar |
| 6TH ST | S OF 13TH AVE | 2 | 3 | 1 | 3 | 0 | 9 | |
| 84TH AVE NE | N OF 138TH ST | 2 | 3 | 1 | 3 | 0 | 9 | |
| 84TH AVE NE | S OF NE 137TH ST | 2 | 3 | 1 | 3 | 0 | 9 | |
| NE 132ND ST | E OF 80TH AVE NE | 2 | 3 | 1 | 3 | 0 | 9 | |
| 7TH AVE | E OF 2ND ST | 2 | 3 | 1 | 3 | 0 | 9 | |
| 7TH AVE | W OF 2ND ST | 2 | 3 | 1 | 3 | 0 | 9 | |
| NE 60TH ST | E OF 122ND AVE NE | 2 | 3 | 1 | 2 | 0 | 8 | |
| NE 100TH ST | E OF 125TH AVE NE | 2 | 3 | 1 | 2 | 0 | 8 | |
| NE 95TH ST | E OF 126TH AVE NE | 2 | 3 | 1 | 2 | 0 | 8 | |
| NE 136TH ST | E OF 94TH AVE NE | 1 | 3 | 1 | 3 | 0 | 8 | |
| NE 140TH ST | E OF 129TH PL NE | 1 | 3 | 1 | 3 | 0 | 8 | |
| NE 144TH ST | E OF 126TH AVE NE | 2 | 3 | 1 | 2 | 0 | 8 | |
| NE 140TH ST | W OF 126TH AVE NE | 1 | 3 | 1 | 3 | 0 | 8 | |
| NE 60TH ST | W OF 125TH LN NE (THE ONE WITHOUT CURB EXTENSIONS) | 2 | 3 | 1 | 2 | 0 | 8 | |
| 128TH AVE NE | S OF NE 99TH LN | 1 | 3 | 1 | 2 | 0 | 7 | |
| 130TH AVE NE | S OF NE 96TH PL | 1 | 3 | 1 | 2 | 0 | 7 | |
| NE 72ND PL | N OF -405 S OFFRAMP | 3 | 0 | 2 | 2 | 0 | 7 | |
| JUAN-WOOD WAY NE | NE OF NE 136TH PL | 3 | 0 | 2 | 2 | 0 | 7 | |
| 124TH AVE NE | S OF NE 107TH ST | 3 | 0 | 1 | 2 | 0 | 6 | |
| 108TH AVE NE | N OF NE 41ST DR | 3 | 0 | 1 | 2 | 0 | 6 | |
| 4TH ST W | MARKET ST | 1 | 0 | 1 | 3 | 0 | 5 | |
| NE 124TH ST | E OF 95TH PL NE | 2 | 0 | 1 | 2 | 0 | 5 | |
| | 0 W OF 82ND AVE NE | 2 | | 1 | 2 | 0 | 5 | |

LEGEND

| | |
|--------------------------|--|
| Submitted for Evaluation | |
| New pole | |
| Luminaire Change Only | |
| Signed Work Orders | |
| COK | |

PRIMARY EVALUATION CRITERIA AND SCORING

| | |
|---|---|
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| School Walk Route | Yes=3 No=0 |
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