Council Meeting: 04/21/2020

Agenda: Business Item #: 9. c.



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-theground 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 Pr	oject Reco	General Co	st Estimate	
Points	NSP #	Project Name	Low	High
Top Prio	rity			
143	20NSP01		+\$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

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

Lower P	riorities			
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 NS	SP Projects
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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

					of 2014-2019 NSP Projects								****	chment A	I		existing light in GIS-			1	
				Status c	of 2014-2019 NSP Protects		Walkable			Drivata				chment A							
Court	Average of a Proj		Type	Project #	Project Description	3FK TNM 00721	Kirkland [NM 6- 2011	INM 6-2001	Croccwalk [NM 00121	Private Dev./LWSD	Levy - School Rts INM 6- 1001	Other City Programs	Total Project Costs/Estimate	Status	Accept Hereo	After Accept	Street Light	Street Light	SteetLight		
				2014											ACCEPT	IFAS Balance					
	5 49			100FCI	Rapid Fleshing Beacon on NE 132nd Street at 123st Ave NE and turn lane (seet to north house).					1 120.067			4 120.967	Complete	4 120.967	4 120 395 73	NE 132nd at 1219: Ave			5 40,000	
		97,572		1005702	Rapid Flashing Beacon on Juanita Drive at NE 137th Street connecting Big First Hill Park trail.							4 60 600	4 60.600	Complete	4 60.630					Not an accret Mena	
	, .		Xwah an	1005701	Consessit and curb along 64th Ave NE from NE 139th Street to NE 145st	1 975							1 975	Complete	1 975	s 975.20	NE 141st Street of Salt				
			71	1000706	Racid Fleshing Breacon on NE 132nd Street at 105th Ave NE	4 61 174					4 3.003		s 64.177		4 61174	1 62.021.00	NE 132nd Street at 105th Street				
				10070	Trail Connection at Forbes Oreik Drive and the OKC - between 113th									Company	4 12.000	1 62.021.00	Forbes Creek and CKC				
			CKC	1more	Count NE and 110th Court NE Conseals markings along 90th Ave NE at NE 134th Street, NE 137th	1 11.006					1 1294		1 12,900	Company			crossino at 112th Ct ME 90th at 129th (x2),	90th Avenue NE at	U	Not an accept Meno	
			Xwak	100PCF	Street, and NE 129th Street Conseask markings along NE 145th Street at S4th Ave NE, 58th Ave NE,	1 46.945					8 2,245		1 49,090	Company	1 45,945	1 34.064.92	137th, 134th	129h	90th and 134th		
7			Xwak	grant	and SOnd Ave NE Rapid Fleshing Seacon on Juanta Orive at 93rd Avenue NE	\$ 20,000							1 20,000	Complete	s 30,000	1 20,000.00	93rd Avenue NE and	145th and 88th	Smore and 92nd		
			77.	2015	kapat Hasting Bracon on Juanta Unive at 19310 Avenue No.							\$ 59.003	\$ 59,033	Complete	s 59.033		Juanita Drive			Not an accept Memo	
			2770				_								ACCEPT						
	\$ 40	927.88	CEC	INNERCI	Stairs from NE 66 th Street to the CKC		\$ 66,970				1 9,999	1 17,500	1 91,459	Complete	1 91.460	1 91.95	No				
	5 ×	79,236	CKC	15NSPEZ	Silievalk on north-side of Kikland Avenue at 6 th Street South		s 79.947				s 2,700		1 12.655	Complete	g 82.655	s \$2.0%	No 94th Avenue NE at NE				
10			1916	INNEROS	Rapid Flashing Bracon on 94th Avenue NE at NE 128th Street crosswalk		s 27.272				s 1.507		s 39,790	Complete	s 28.790	s 29.161	128h Shet				
11			CKC	11765706	Stairs and bridge connection from 156th Avenue NE to the OKC		4 9 533						4 6 533	Complete	4 9533	4 430					
12			CRC	INNERS	Improved connection from NE 60th Street to the OIC		s 5.320						\$ 5,320	Complete	4 5319	1 5.320	NE 60th Street and CNC				
18			771	15NSP06	Rapid Flashing Bracon at crosswelk on 132** Avenue NE at NE 97** Street			1 8,000	s 57,029		1 2252		4 69.291	Complete	s 65.029	1 60.201	132nd Avenue NE at NE 97th				
14			Xwah	INNSPER	Crosswalk improvements on 112th Avenue at NE 68th Street			8 9,016			a 221		1 9,347	Complete	8 9,347	1 9,347	112th Avenue at NE 68th				
10			771	15NSPOR	Rapid Fleshing Beacon at crosswelk on 132** Avenue NE at NE 92** Ground			8 17.514	1 12.971		1 47,006		s 73.501	Complete	s 20.427	s 73.50s	132nd Avenue NE at NE 92 Street				
-			771	15055709	Rapid Fleshing Beacon on NE 70 th Place at 130 th Avenue NE			s 44.790					4 44.750	Complete	44.750	1 44,732	70th Pace at 130th Avenue NE				
_			700	15009730	Radar speed signs (2) on Juanita Drive (in the visinity of Woodlands Park and west of Juanita Beach Park)		1 1.967	1 41.229			1 5.164		1 40.200	Complete	1 49,259	1 49.740					
			Xwah	15959711	Onsessak improvements on 7th Avenue S. at 1th Street, 4th Street, and		8 1,000	1 29,992			1 2,767		1 22,659	Complete	1 32,659	1 22.659		7th Avenue at 4th	20.000000000000000000000000000000000000		
-			Awan	Grant	Rapid Flashing Bracon on Market and 4th Street			. 20,000			. 2,747	4 67 900	4 67 900	Complete	4 67.000	1 22.43	Maker and Mile			But an account Manage	
10			91	2016								2.742	27411	Little	t Dun		ULLES COM.			EJ U.LJELL	
			Name of Street	1890PEL	Intersection study for Kirkland Way and Raircad Ave		4 7 500						4 7.500	Complete	4 7500						
20			Intersects	INNOPEZ	Intersection study for 124th Ave NE and NE 80th Street								s 7,500	Competer	4 7500		i				
21	5 4		Intersects	INNERES	Stair connection near 2nd Ave at the CKC		s 7.500							Complete							
22			CRC	1870706	Ditraded cuts along 67th Ave NE and 134th Street		8 19.515						a 19.515	Complete	8 19.515						
211			Walkway	1800703	Crossask idend on 124th Ave NE at 142nd Place		1 69.264			s 10.000			1 20,264	Complete	t 75.175		124th Avenue NE at				
24			Xwak	1800700	New cossess with ramps on Kirkind Ave at Marks Park		s 11.290	s 12.637		s 26.000			\$ 49.927	Complete	s \$5.030		142nd Pl				
2			Xwak		Selfs distance improvement at 15th Ave and 4th Street							1 6.600	\$ 6,600	Complete	s 40.827		15th Avenue and 4th				
26			Walkway	16NSPCF			\$ 19,640					s 25.000	1 44,640	Complete	\$ 49,360		Street Market Street at 7th				
27			1916	16NSPOK	Rapid Flashing Beacon on Market Street at 7th Ave W			4 53.071					4 53.021	Complete	4 44 964		Avenue 109th Avenue NE at				
28			70%	16765POR	Rapid Fleshing Beacon on 106th Ave NE at 62nd Street			6 64,292					\$ 94,292	Complete	\$ 59,873		62nd Street Trail lighting NKCC to				
29			Toll	16765730	Trail lighting and gravel on walkney to NE 126th Street from NKCC		s 13.321			1 32,500			1 45.001	Complete	\$ 65,035		NE 129th Street				
30			CEC	16969711	Gravel walkney along 8th Street South and Railroad Ave to the OIC		1 42,560						1 42,160	Complete	\$ 52,999						
313			Walkway	16969732	Asphalt valivery along 7th Ave between 6th & 6th Streets		\$ 10,600						\$ 10,900	Complete	8 5.514						
10			CRC	16009733	Trail connection at the end of 111th Ave NE to the CKC							s 1.320	s 1.320	Complete	s 1.320						
			DEPOSES	16769736	Intersection study at NE 132nd Street and 136th Ave NE							s 7.500	s 7.500	Complete	s 7.500						
			Ambril .	2017											Access	NUMEZ	Second Award (STREPOR				
	1 00	105.11	700	1796921	Radar Speed Signs on NE 143rd Street and 132nd and 128th Avenue NE		1 70.463						1 70.463	Complete				•			
n		88.671		1796993	Rapid Fleshing Beacon on NE 120th Place south of NE 122nd Street			1 124,938					1 124,938	Complete			NE 1200 Place south of NE 122nd 10 Pet				
-			Y-10	1796921	Coossalk Improvement at NE 128th Street and 64th Avenue NE		1					42.601	1 2.60	Complete			NE 1980 Street and 840				
_			771	17969904	Rapid Flashing Bracon on 116th Avenue NE at 12500 block		4 21 128					82,001	4 07.700	Complete			118th Avenue NE at 12900				
17				1796923	Reflective Pavement Harkers on NE 68th Street at 110th Avenue NE		3 71.139	1 25.00				4717	4 96.200	Complete							
			Toffic	1790700	(orbers not met for radar speed sizes) Intersection Improvements on Kirkland Way and Railroad Avenue							1713	. /2/	Complete			1				
39			Intersects	1790/927	Intersection Improvements on 124th Avenue NE and NE 90th Street		154.625						s 54.025	Complete			l				
40			Intersects		Wakney Improvement on 2th Avenue at 5th Street		13.774					817.567	s 21.341				1				
41					and the second s			ı	L			\$17.592	g 17.592	Complete		l	J			MOUNT creecfor course. 12.009.35 for two o	ames

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				Project Description	3FK [NH 0073]	Walkable Kirkland [NM 6- 201]	Levy - Ped. [104 6-200]	Crosswalk (NM 0012)	Private Dev./LWSD	Levy - School Rts [NM 6- 100]		Total Project Costs/Estimate	Status	Accept Memo	After Accept	StreetLight StreetLight
	S PROCESS	Award	2018													
	SPN-63-62	The Control	1899921	Buyde Inprovement 98th Ave and \$30th Ave NE					1 24,229			1 34,329	Complete	5 34.379		
61		750	1899922	Radar Speed Sign on 182nd Ave NE near NE 188h St		1 27.969					s 25,000	1 52,999	Complete	5 52.988		
		700	1896921	Radar Speed Signs on Kirkland Way at CKC		1 24.009	1 64.465					1 90,554	Complete	1 95304		
		cec	1895904	Soil Connection on the DXC at NE SSN(Street		1 4.909						1 4,999	Complete	1 499		
		Wallinsky	1895925	Malkway improvement on 7th five from 5th to 6th Streets		s 79.961						s 79.981	Complete	\$ 79.992		
67		ORC	1896906	Stair Improvements for CEC connection along NE 1005treet at Cultion Hill Park		4 7 779						4 7 739	Complete	4 ****		
		771	1896927	Rapid Flading Beacan on NE 70th Street at 120th Ave			1 61,670					1 (1.60)	Complete	1 11470		NE 70th Sowel at 120th Assesser NE
		Zealit	1896908	Conwalk at Lakeshore Plaza at Marina Park		8 10.903						1 10,903	Complete	1 22.901		
10		700	1896999	Radar Speed Sign on 1314 Way east of 600 fee NE		s 27,209						1 27,209	Complete	1 27209		
11				ADS. Namy straites Creek Park							8 8,518	1 8,519	Complete	1 8338		
		Award	2019													
52	\$ 78,777.00		INSPEL	Named Ordework on corner of NE SMSh Street at EXh Ave NE		s 90.000	s 11.402					s 91.402	Anticipated Summer 2020			
53	5 555,489	771	1896/02	Rapid Flading Beacan on NE 152nd Street at 129th FIRE							s 123.157	s 123.157	Anticipated Summer 2020			
14		Toda Co.	INNEFEE	Soffic median island on Slater Ave NE at NE 128th Street		4 34345	4 14 161					4 30.404	Anticipated Summer 2020			
33		DEPOSED.	1896/06	Intersection improvement on NEETI Stated at 1305 for NE		1 62.761						1 9.70	Anticipated Summer 2020			
16		Wallysty	1896705	Walkway on NE 1203 Street between 55st PINE and 56th Eve NE		1 43.626						1 40.006	Antiquesol Summer 2020			
37		Zealith	1896706	Cooswalk on Lakeview Once north of 60th 15 eet		1 67,594						1 (7.5)4	Antiquesol Summer 2020			
		771	1896/07	Rapid Flashing Beacan on 108th five at NI 68th Street			1 124.255					1 124.255	Antiquesol Summer 2020			
					s 150,000	8 1,090,812	\$ 725,992	s 70,000	s 223,746	s 76,776	s 440,630	8 2,767,967				

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0,812 8	725,992	s 70,000	\$ 223,746	\$ 76,776	\$ 440,630	\$ 2,76	7,957			
	3054	\$150,000	-:-	1207172			MEANS N	47,723,39	Average total	
	2015			5237.234						
	2056	\$350,000		\$143,112			073,234			
	2017	\$350.000		506,882			11.74, 2.84			
	2018			\$10,000			ieus xoo			
20		\$ 1,996,806				,	and too			
20	al	\$ 811,152 \$2,767,857					1995,475			
		52,767,857				_	_			
						5	1996, 628			
							001,499			

2019 NSP Project Team

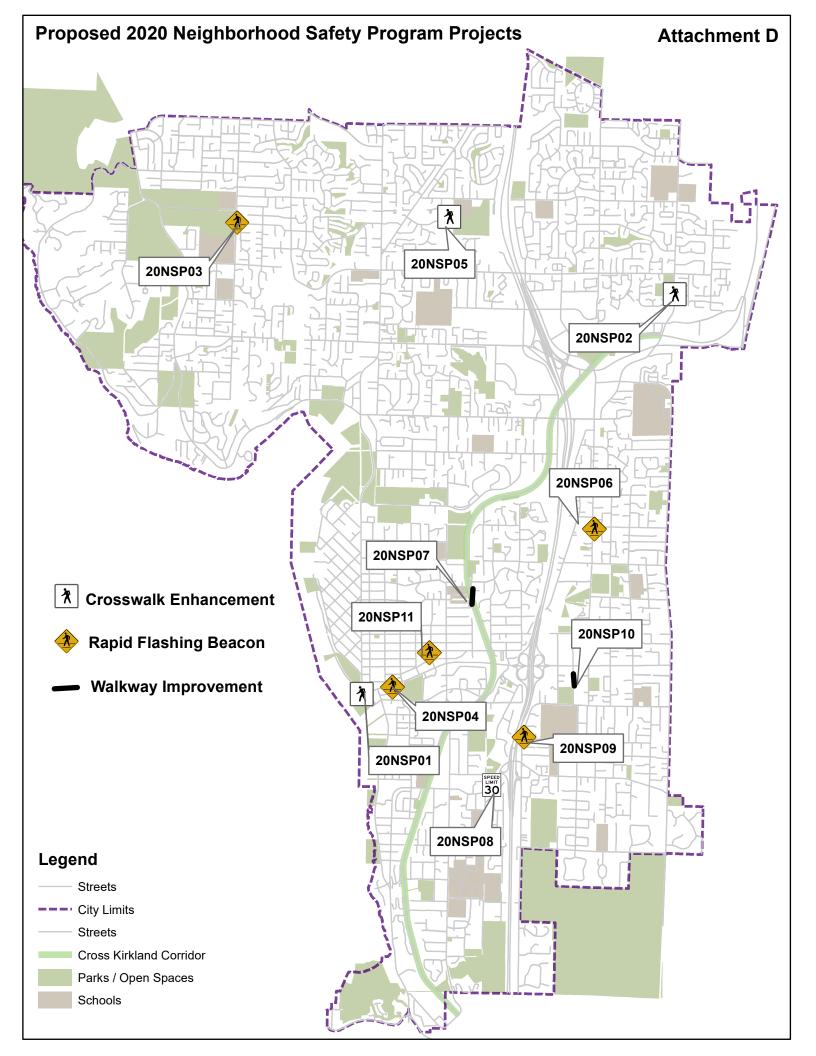
ansportation Master Plan Policy		100
prove safety—Prioritize locations based on crash	history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.	38
Crashes: Based upon Kirkland Police	Ped/Bike (1=6, >1=12)	12
Department crash records from previous 5 years. Crash must match problem/issue.	Vehicle (1=1, >1=2) - counted only when the project is related to auto safety	2
Roadway Design: Based upon existing	No Sidewalk/Trails = 2 , Sidewalk 1 side = 1, Sidewalk on both sides =0 (0-2)	2
conditions of the roadway.	Number of Lanes (2=1, >2=2) (turn lane counts as one lane)	2
Volume: Based upon TMP 2 way 24-hour daily	Under 3,000 average daily trips (0)	
auto volume counts on selected roadways	Between 3,001-15,000 average daily trips (3)	
and site specific traffic studies by Kirkland Public Works. Counts are made every other year.	Over 15,001 average daily trips (6)	6
Roadway Speeds: Based upon posted speed	Speed limit 25 MPH and under (0)	
limits, study data (when available), and	Speed limit 26–30 MPH (3)	
anecdotal information. If there is speed data from NTCP, the 85th percentile.	Speed limit 31 MPH and above (6)	6
Motorized and Nonmotorized Safety: The	Bicycle (0-2) (2 if bicycle facility at this location)	2
project enhances the safety of the following	Pedestrian (0-2) (2 if pedestrian facility is at this location)	2
modes.	Vehicular (0-2) (only if it addresses safety for a vehicle)	- :
	Transit (0-2) (only if transit is at this location)	2
ke Connections—Give high priority to projects the	nat fill gaps by connecting existing sidewalks.	1
Sidewalks: Existing sidewalk/gravel path (not	Sidewalk, paved shoulder, or gravel path on both sides (0)	
applicable in parks).	Sidewalk, paved shoulder, or gravel path on one side (4)	
	No shoulder or sidewalk either side: must walk in vehicle lane (8)	
School Walk Route: The project extends, adds	Not located on a School Walk Route (0)	
or completes a nonmotorized system identified in the School Walk Route gap analysis data.	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)	
k to Land Use—Choose sidewalks that expand ar	d enhance walkability and places where current pedestrian volumes are high. Connect to	1
Walkability: Based upon the TMP walkability	Low—Walkability factor 1-5.5 (0) (Level 1 on map)	
scores for roadways in Kirkland. The walkability	Moderate—Walkability factor 6-9 (6) (Level 2 on map)	
score is made up of the followintg factors:	High—Walkability factor of 9-13.5 (10) (Level 3 on map)	
proximity to parks, transit, schools, certain		
kinds of retail (See polict T-5.1 in the Transportation Master Plan).	Very High—Walkability factor of 13.5+ (14) (Level 4 on map)	1
	No link to Pedestrian/Bicycle/Transit Facility (0)	
facilitites. (Radar speed signs do not link = 0)	Link to Pedestrian OR Bicycle OR Transit Facility (2)	
	Link to Pedestrian AND Bicycle AND Transit Facility (4)	

2019 NSP Project Team

Transportation Master Plan Policy		100
Title VI—Health Equity Need: Projects that would se	rve populations at a higher risk for inactivity and/or poor health outcomes, including people living	16
Equity and Social Justice: Based upon WSDOT	Minority (<17%=0; 18%-29%=2; 30%<=3)	3
ALPACA & OSPI Report Card.	Free & Reduced Meals (<10%=0; 11%-20%=2; 21%<=3)	3
Weighted annually based on applicants.	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—Be	cause of the scale of pedestrian projects, gathering the on-the-ground knowledge through	4
Consistency with Plans: Based upon	Aligns with existing plan (2)	2
Neighborhood Plan(s), Park, Recreation, and		
Open Space (PROS) Plan, and Cross Kirkland		
Corridor Master Plan. (Negative 10 points if	Does not align with existing plan (0) or -10 if does not meet RFB/Crosswalk Standards	
RFB does not meet standards for priority sites.)		
Neighborhood Association Support: Project	Project Priority 1 (2)	2
was reviewed by the Neighborhood		
Association and received a priority ranking.	Project Priority 2 (0)	
Transportation Master Plan: Cost/likeliness to recei	ve grant funding—Projects that have lower cost or that are good candidates for grant funding	4
Project is paired with a good potential grant	Yes (4)	4
candidate. NSP funds can be City match or an		
element of the grant project. (0-4)	No (0)	
Maintenance		4
Maintenance of Project: Impacts to existing	Greater maintenance than existing (0)	
City maintenance needs. If project includes	Same maintenance as existing (2)	
minor maintenance = 2.	Less maintenance than existing (4)	4

2019 Neighborhood Safety Program Panel Scoring

Noighborhood Safoty Drogram									
Neighborhood Safety Program 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.									
Neighborhood Benefit/Support (Up to 60 points)									
Neighborhood Benefit:									
Consider the following factors when deciding how many points to assign to each project:									
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)?	60								
Neighborhood Support:									
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									
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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	1
124th Ave NE	NE 95th St	3	3	3	3	0	12	4	change out to LEDs	\$588.15	1
Central Way	Ist Street	3	0	1	3	5	12	5	increase LED wattage	see below	
Market	20th Ave	3	3	3	3	0	12	6		\$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		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		\$817.98	
NE 116th St	113th Pl	3	3	3	2	0	11	10		\$5,318.05	1
NE 70th/ NE 68th St	120th Ave NE	3	3	2	3	0	11	11		\$3,518.42	1
NE 70th/ NE 68th St	124th Ave NE	3	3	2	3	0	11			\$2,390.67	1
NE 132nd St	128th Ave NE	3	3	2	2	0	10			\$861.04	1
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	1
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/NWC	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	1
132nd Ave NE	83rd St NE	3	3	1	2	0	9		change out to LEDs	\$506.98	
Lakeview Dr	NE 60th St (2)	2	3	1	3	0	9		pole/change out to L	\$5,912.19	
Market	14th Ave	3	0	3	3	0	9			\$1,161.26	
NE 112th St	116th Ave NE	2	3	1	3	0	9			\$488,19	
NE 112th St	115th Ave NE	2	3	1	3	0	9			\$476.07	
Juanita Drive	86th Ave NE	3	0	1	3	0	7			\$811.45	
NE 112th St	108th Ave NE	2	3	1	3	0	9	26		\$323.64	1
NE 80th St	130th Ave NE	2	3	1	3	0	9		change out to LEDs	\$494.93	1
NE 80th St	128th Ave NE	2	3	1	3	0	9			\$1,589.55	1
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	For three upgrades Sites 5, 8 and 33
132nd Ave NE	Voc. Tech	3	0	2	2	0	7			\$727.38	-
6th St	Kirkland Ave	2	0	1	3	0	6			\$430.78	1
NE 38th Place	South Kirkland PR	2	0	2	2	0	6		holding off pending I		1
Kirkland Ave	KPC	2	0	1	2	0	5		holding off pending I		1
84th Ave NE	NE 138th St	3	3	2	3	0	11	38		\$323.64	
Market	19th Ave	3	3	3	3	0	12			\$68.661.62	I
Market			0		3	5	12			\$00,001.62	
Market Market	6th Ave 4th Ave	3	0	2	3	0			Other lights		
Market	7th Ave	3	0	2	3	0	8 8		114th AVE NE/NE 8	74h	1
Lake Street	10th Ave S	3	0	1	3	0	7		NE 132nd ST/136th		palceholder **
Lake Street	5th Ave S	3	0	1	3	0	7		NE 132nd \$1/136th NE 126th Pl/139th D		parceriolder
Lake Street	July A C	3	0	4	3	0	- '		Cubtotal	iiveway	

LEGEND

Lake Street

Lake Front Project - installed TB installed - PSE PSE Installed COK - not yet installed

7th Ave S

9th Ave Marsh Park

NOTE: funded outside the Neighborhood Street Light Program

PRIMARY EVALUATION CRITERIA AND SCORING

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

Subtotal

** Pending fieldwork and final PSE design. Expended to date \$121,097.10

Balance

\$198,000 \$76,902.90

\$655.76 \$35,000.00

\$16,779.72

\$52,435.48 \$52,435.48

2020 List of light deficient crosswalks

Δtt	ach	me	nt F

Primary Street	Nearest cross street	Street Functional	School Walk	NC	Facility	Crash	Total	Lighting Analysis
Primary Street	Nearest cross street	Туре	Route	Rating	Type	Ехр.	TOTAL	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	
	W OF 125TH LN NE (THE							
	ONE WITHOUT CURB							
NE 60TH ST	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

LEGEND		
Submitted for Evaluation		
New pole		
Luminaire Change Only		
Signed Work Orders		
СОК		

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