MEMORANDUM

To: Kurt Triplett, City Manager

From: Kari Page, Senior Neighborhood Services Coordinator
       Joel Pfundt, Transportation Manager
       James Lopez, Assistant City Manager
       Julie Underwood, Public Works Director

Date: April 4, 2020

Subject: SAFER ROUTES TO SCHOOL ACTION PLANS

RECOMMENDATION:

It is recommended that the City Council receive an update and provide input about the steps that have been taken so far on the Safer Routes to Schools Action Plans, the data that has been collected and evaluated, methodologies used, and the direction staff is heading on the project.

BACKGROUND DISCUSSION:

1. Why Safer Routes to School Action Plans Were Created

The Lake Washington School District reports that enrollments are up 26% over the last ten years, and projections suggest that this trend will continue; an additional 2,000 students are expected by 2022. Since 2012, the population of the City has increased nearly 10 percent. Because of this growth, more traffic is converging on schools at arrival and pick-up times. This leads to poor traffic circulation, congestion, inadequate parking, and often unsafe conditions.

To address these issues, the City Council adopted the following 2019-2020 Work Program item:

In partnership with the Lake Washington School District and neighborhood associations, develop a ‘Safer Routes to School Action Plan’ for each elementary school, middle school, and high school in Kirkland. (City Council Work Program)

The City Manager directed staff to work in partnership with the Lake Washington School District, law enforcement, engineering design professionals, students, parents, and neighborhoods to identify key steps to make walking, biking, and riding the bus to school safer, more convenient, and fun.
The Safer Routes to School Action Plans will:

- Identify, prioritize, and develop cost estimates for safety improvements on walking and biking routes to the bus and to school (Engineering);
- Determine innovative ways to improve traffic circulation, congestion and safety in and around schools through education and enforcement (Enforcement);
- Recommend effective techniques to increase the number of children walking, biking, and riding the bus to school (Encouragement);
- Ensure the underserved children, low-income children, recent immigrants, and children with disabilities are involved and being served (Equity); and
- Develop a prioritization criterion, funding strategy for implementing each action plan item, and layout obtainable goals and performance measures (Evaluation).

2. What Was the Policy Guidance for Creating the Plans?

A. City Council Goals:

Public Safety
Ensure that all those who live, work, and play in Kirkland are safe. Council Goal: Provide for public safety through a community-based approach that focuses on prevention of problems and a timely response.

Balanced Transportation
Kirkland values an integrated multi-modal system of transportation choices. Council Goal: Reduce reliance on single occupancy vehicles and improve connectivity and multi-modal mobility in Kirkland in ways that maintain and enhance travel times, safety, health, and transportation choices.

Neighborhoods
The residents of Kirkland experience a high quality of life in their neighborhoods. Council Goal: Achieve active neighborhood participation and a high degree of satisfaction with neighborhood character, services and infrastructure.

B. Kirkland’s Comprehensive Plan Vision:

Kirkland is one of the most livable cities in America. We are a vibrant, attractive, green, and welcoming place to live, work, and play. Civic engagement, innovation, and diversity are highly valued. We are respectful, fair, and inclusive. We honor our rich heritage while embracing the future. Safe, walkable, bikeable, and friendly neighborhoods are connected to each other and to thriving mixed use activity centers, schools, parks, and our scenic waterfront. Convenient transit service provides a viable alternative to driving. Diverse and affordable housing is throughout the city. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.
C. **Transportation Master Plan Policies:**

Policy T-1.6 Make it safe and easy for children to walk to school and other destinations.
Action T-1.6.1: Plan and prioritize school walk route projects.
Action T-1.6.2: Increase the number of children who walk to school by helping school communities develop and implement programs.

D. **The Active Transportation Plan Goals:**

Goal G4. Increase the number of children who use active transportation to travel to and from school.
Objective G4.1 Complete sidewalk on one side of all school walk route segments of all arterials and collector streets by 2019.
Objective G4.2 Complete sidewalk on one side of highest priority school walk route segments of all arterials and collector streets by 2016.
Objective G4.3 Develop a project at one or more elementary schools to increase the number of children walking to that school by 10% by 2014.
Objective G4.4 Determine interest in active transportation and implement appropriate programs at Kirkland Jr. High, Lake Washington High School and Juanita High School by 2010.

E. **Lake Washington School District walk and bike policies:**

The district provides transportation only to those students living outside a one-mile radius, unless the district has reviewed walk routes and determined no safe walk routes are available. Within that boundary, their practice allows for elementary students to walk up to one and a half miles to school and middle and high school students to walk up to two miles. Students with walk distances that exceed these limits are eligible for bus service. These guidelines are used to establish all walk boundaries for the Lake Washington School District. See Attachment A for maps of each school walk boundaries.

The district encourages the use of bicycles as a mode of transportation to school when safe. Bicycle routes designated by the local cities and county are included in the Suggested Walk Route maps. All elementary students above the age of 10 may ride a bicycle to school with a completed permission form signed by the parent/guardian. For students under the age of 10, an adult needs to accompany the student both to school and on the return home.

3. **What Are the City Council’s Priorities for Non-motorized Transportation?**

Kirkland has been making enormous progress over the last five years to improve safety for non-motorized transportation. The following is an itemization of major initiatives and their accomplishments.
A. School Walk Routes

In 2015, the adoption of the Transportation Master Plan and subsequent 2015-2020 Capital Improvement Program shifted Kirkland’s transportation system focus from automobile capacity to a comprehensive, multi-modal approach. Kirkland’s policy makers recognized that as the region continues to grow and develop, traffic congestion cannot be addressed by simply adding more lanes for automobile traffic.

Adding automobile traffic capacity is not only impractical from a cost standpoint; it is also contrary to many of the values held by our City, such as environmental sustainability and natural beauty, walkable communities, and vibrant neighborhoods. (2015-2020 Capital Improvement Program)

As a result, school walk route improvements have been a significant focus of the Transportation Master Plan and subsequent Capital Improvement Program. Since 2015, the following school walk route related sidewalks have been completed.

Table 1: Recently Completed School Walk Route Projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>School</th>
<th>Linear Feet</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2019 Program</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>111th Avenue Northeast (west side), from Northeast 100th to 104th streets</td>
<td>Peter Kirk</td>
<td>700</td>
<td></td>
</tr>
<tr>
<td>Northeast 104th Street (south side), from 132nd to 126th avenues northeast</td>
<td>Mark Twain</td>
<td>1,700</td>
<td></td>
</tr>
<tr>
<td>126th Avenue Northeast (west side), from Northeast 90th to Northeast 94th streets</td>
<td>Mark Twain</td>
<td>580</td>
<td></td>
</tr>
<tr>
<td>Northeast 95th Street (north side), from 116th to 112th avenues northeast</td>
<td>Peter Kirk</td>
<td>850</td>
<td></td>
</tr>
<tr>
<td><strong>2019 Total Cost</strong></td>
<td></td>
<td></td>
<td>$2,880,200</td>
</tr>
<tr>
<td><strong>Project Description</strong></td>
<td><strong>School</strong></td>
<td><strong>Linear Feet</strong></td>
<td><strong>Cost</strong></td>
</tr>
<tr>
<td><strong>2017–2018 Program</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>108th Avenue Northeast (east side), from Northeast 112th to 116th streets</td>
<td>Alexander Bell</td>
<td>1,200</td>
<td></td>
</tr>
<tr>
<td>94th Avenue Northeast (east side), from Northeast 124th to 128th streets</td>
<td>Juanita</td>
<td>620</td>
<td></td>
</tr>
<tr>
<td><strong>2017-2019 Total Cost</strong></td>
<td></td>
<td></td>
<td>$1,168,000</td>
</tr>
<tr>
<td><strong>2016 Program</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>126th Avenue Northeast, from Northeast 85th Street to Northeast 90th Street</td>
<td>Mark Twain</td>
<td>800</td>
<td></td>
</tr>
<tr>
<td><strong>2016 Total Cost</strong></td>
<td></td>
<td></td>
<td>$355,000</td>
</tr>
<tr>
<td><strong>2016–2019 Programs</strong></td>
<td></td>
<td></td>
<td>$4,403,200</td>
</tr>
</tbody>
</table>


B. Additional Sidewalks

In addition to the school walk route enhancements above, the City invested nearly $7.6M installing 21,366 linear feet of sidewalk between 2015 and 2019. Projects include:

- NE 112th Street
- 124th Avenue
- NE 110th Street
- 6th Street
- NE 85th Street
- 6th Street at Kirkland Avenue
- NE 52nd Street
- NE 132nd Street

C. Neighborhood Safety Program

The City Council authorized the Neighborhood Safety Program (NSP) in June 2014. The purpose of the Program was to re-energize Neighborhood Associations by empowering them to work collaboratively to identify, prioritize, and address pedestrian and bicycle safety issues in Kirkland neighborhoods. The Program has completed more than 58 projects totaling more than $2.7M. 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. Projects are throughout Kirkland and benefit students walking, biking, and busing to school.

D. Cross Kirkland Corridor

The Cross Kirkland Corridor interim trail opened in early 2015 and is popular with walkers, joggers, and bike riders. It connects users to schools, parks, eight of the City's 13 neighborhoods, two of its major transportation hubs, and three business districts. The Cross Kirkland Corridor is now a designated school walk route from 116th Avenue NE to NE 52nd Street and connects students to Kirkland Middle School, Peter Kirk Elementary School, Lakeview Elementary School, and Emerson High School. Kirkland paid $5M for the 5.75 miles from 108th Avenue NE to 132nd Avenue NE. The total cost of the trail development was $2.6M.

E. RFB Initiative

Kirkland's residents approved a Streets Levy in 2012 to better protect their street network and improve pedestrian safety. According to the Street Levy Report, the City installed 20 rapid flashing beacons within the first two years of the Levy ($1.1M). Since the Streets Levy, through the combined efforts of the Neighborhood Safety Program, the Capital Improvement Program, grants, and private funding, the City currently has 47 rapid flashing beacons with a total City investment of over $2.5M. Many of these rapid flashing beacons have benefited places where students are walking or biking to the bus or school.

F. Private Development

Kirkland has had an especially thriving economy for the last nine years. As new developments are complete, the installation of sidewalks is documented and tracked in
Kirkland’s Geographical Information System. See Attachment B for the proliferation of both public and privately funded sidewalks around the City over the past ten years.

OUTREACH:

Impacts from COVID-19
The presence of coronavirus and the resulting pandemic has slowed the momentum of the Safer Route to School Initiative during a critical time in the spring when students are active, parents are engaged, and neighborhoods are providing a forum for public engagement. The uncertainty created by COVID-19 requires staff to pause and rethink the speed and approach to many of the elements in the Action Plans. Below is an outline of what staff has accomplished over the past year, the cancellations of scheduled outreach events that were planned for this spring, and how staff is recommending moving forward with key elements of the plan.

2019: Staff began working on the Safer Routes to School initiative in April of 2019. This phase included both public outreach and data analysis for mapping relevant information associated with walking and biking to the bus and school. The purpose of this phase of public outreach was to encourage more students to walk, bike, and ride the bus to school and to engage the public in identifying potential safety improvements. In addition to various meeting formats and events during this phase, staff published an online survey in November of 2019 to gauge how many students are walking, biking, and riding the bus to school today and to gather information about the desire to walk or bike more.

The table below outlines the outreach tools and timeline for the 2019 public engagement phase.

Table 2: 2019 Safer Routes to School Action Plans Outreach

<table>
<thead>
<tr>
<th>2019 Month</th>
<th>Public Input</th>
<th>Plan Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>April</td>
<td>• Suggest-A-Project Promotion • Neighborhood Meetings • Interest Group Meetings • Community Meeting at City Hall • Transportation Commission • Neighborhood Picnics</td>
<td>• Data input on Suggest-A-Project Map • Data Analysis • School/City Partnership Meeting</td>
</tr>
<tr>
<td>May</td>
<td>• Suggest-A-Project Promotion • Neighborhood Picnics • Community Event Booth • Lake Washington School District Open House • PTSA District Board • Transportation Commission</td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>• Suggest-A-Project Promotion • Neighborhood Picnics • Community Meeting at City Hall • Transportation Commission • Neighborhood Meetings</td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>• Suggest-A-Project Promotion • Neighborhood Picnics • Community Event Booth • Lake Washington School District Open House • PTSA District Board • Transportation Commission</td>
<td></td>
</tr>
<tr>
<td>August</td>
<td>• Suggest-A-Project Promotion • Neighborhood Picnics • Community Event Booth • Lake Washington School District Open House • PTSA District Board • Transportation Commission</td>
<td></td>
</tr>
<tr>
<td>September</td>
<td>• Suggest-A-Project Promotion • Neighborhood Picnics • Community Event Booth • Lake Washington School District Open House • PTSA District Board • Transportation Commission</td>
<td></td>
</tr>
<tr>
<td>October</td>
<td>• Suggest-A-Project Promotion • Walk and Bike to School Month • Community Meeting at City Hall • Neighborhood Meetings • Safe and Active Transportation Plan Online Survey</td>
<td>• Data analysis • Toole Design Contract for Engineering Services</td>
</tr>
<tr>
<td>November</td>
<td>• Suggest-A-Project Promotion • Walk and Bike to School Month • Community Meeting at City Hall • Neighborhood Meetings • Safe and Active Transportation Plan Online Survey</td>
<td></td>
</tr>
<tr>
<td>December</td>
<td>• Suggest-A-Project Promotion • Walk and Bike to School Month • Community Meeting at City Hall • Neighborhood Meetings • Safe and Active Transportation Plan Online Survey</td>
<td></td>
</tr>
</tbody>
</table>
In January of 2020, staff began preparing for an extensive public outreach schedule that included meeting with every active neighborhood association in March and April. Parents and PTAs were invited to their neighborhood meetings to discuss recommended improvements and provide input for the draft Action Plans. The meetings would also be used to promote the Safe and Active Transportation Summit that had been scheduled for Saturday, March 28.

The Safe and Active Transportation Summit was intended to be a major community meeting that would have given the public an opportunity to review and provide input on the draft Safer Routes to School Action Plans and recommendations in the Active Transportation Plan. The Summit also was intended to promote transportation mode shifts by encouraging the public to find alternatives to driving. The following community resources had been invited to participate:

- Fixed route and other transit programs
  - Community Van
  - North East Mobility Project
  - Metro Orca to go (community pop up)
  - Community Ride
- Schoolpool
  - May – walk and bike to school
  - May bike month
- Kirkland Green Trip

The public comments collected at the Neighborhood Meetings and Summit were to be included with the draft Safer Routes to School Action Plans presented to the City Council on April 21.

In response to the COVID-19 pandemic, the scheduled neighborhood meetings and the Summit were cancelled. The following is a list of the meetings that were cancelled because of COVID-19.

**Table 3: Cancelled Public Outreach Meetings**

<table>
<thead>
<tr>
<th>Date</th>
<th>Neighborhood</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>March</strong></td>
<td></td>
</tr>
<tr>
<td>Monday, 9th</td>
<td>Moss Bay</td>
</tr>
<tr>
<td>Monday, 9th</td>
<td>Juanita Neighborhoods</td>
</tr>
<tr>
<td>Tuesday, 10th</td>
<td>Central Houghton</td>
</tr>
<tr>
<td>Tuesday, 10th</td>
<td>S. Rose Hill/Bridle Trails</td>
</tr>
<tr>
<td>Wednesday, 11th</td>
<td>Kirkland Alliance of Neighborhoods</td>
</tr>
<tr>
<td>Monday, 16th</td>
<td>North Rose Hill</td>
</tr>
<tr>
<td>Wednesday, 18th</td>
<td>Evergreen Hill</td>
</tr>
<tr>
<td>Wednesday, 18th</td>
<td>Highlands</td>
</tr>
<tr>
<td>Wednesday, 18th</td>
<td>Market</td>
</tr>
<tr>
<td>Tuesday, 24th</td>
<td>Everest</td>
</tr>
<tr>
<td>Saturday, 28th</td>
<td>Safe and Active Transportation Summit (10:00 AM to 1:00 PM)</td>
</tr>
<tr>
<td><strong>April</strong></td>
<td></td>
</tr>
<tr>
<td>Wednesday, 1st</td>
<td>Finn Hill</td>
</tr>
<tr>
<td>Wednesday, 1st</td>
<td>Norkirk</td>
</tr>
</tbody>
</table>
Staff consulted a sample of active PTA Chairs and parents on whether parents would want to participate in an online engagement tool to review and comment on draft Action Plans in March. Based on the direction received, staff decided to hold off on implementing an online platform because of the strain parents are under from the pandemic, including the recently announced expectations for student learning at home and the economic and health uncertainties for many. However, as “the new normal” under COVID-19 becomes more routine, there may be a time in May or June when parents will have time and energy to engage with the City electronically. Based upon this assumption, staff has laid out a potential new schedule for the rest of the year.

The Engineering element of the Action Plans include safety projects such as new sidewalks, improved crosswalks, and trail connections. These projects are referred to as the Walk Recommendations in the Action Plans. Because of the highly technical nature of these projects, staff will move forward with the Walk Recommendations this spring and summer. The remaining non-capital elements (Education, Encouragement, Enforcement, Equity, and Evaluation) will be postponed until school resumes.

**Table 4: Planned 2020 Timeline**

<table>
<thead>
<tr>
<th>2020 Month</th>
<th>Public Input</th>
<th>Plan Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>Online Safe and Active Transportation Survey</td>
<td></td>
</tr>
<tr>
<td>February</td>
<td>Transportation Commission</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Schedule Neighborhood Meetings</td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>Neighborhood Meetings (cancelled)</td>
<td></td>
</tr>
<tr>
<td>April</td>
<td>Safe and Active Transportation Summit (cancelled)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Refine Walk Recommendations and Prioritization Criteria</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Draft Action Plans</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Develop Interactive Map</td>
<td></td>
</tr>
<tr>
<td></td>
<td>City Council update</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>Public comment on draft Walk Recommendations via Interactive Map</td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>Finalize Walk Recommendation Interactive Map</td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>Edit Draft Action Plans</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Incorporate public input scores into Walk Recommendation priorities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Finalize Walk Recommendations and priorities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Develop cost estimates for top priorities</td>
<td></td>
</tr>
</tbody>
</table>
Table 4: Planned 2020 Timeline, *continued*

<table>
<thead>
<tr>
<th>2020 Month</th>
<th>Public Input</th>
<th>Plan Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>August</td>
<td>• City Council Presentation of Final Walk Recommendations</td>
<td></td>
</tr>
<tr>
<td>September-December</td>
<td>• Set walk, bike and bus targets</td>
<td>• Speed Study</td>
</tr>
<tr>
<td></td>
<td>• Test incentives</td>
<td>• Circulation Study</td>
</tr>
<tr>
<td></td>
<td>• Speed Study</td>
<td>• Finalize Action Plan Elements:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>o Education</td>
</tr>
<tr>
<td></td>
<td></td>
<td>o Encouragement</td>
</tr>
<tr>
<td></td>
<td></td>
<td>o Enforcement</td>
</tr>
<tr>
<td></td>
<td></td>
<td>o Equity</td>
</tr>
<tr>
<td></td>
<td></td>
<td>o Evaluation</td>
</tr>
</tbody>
</table>

Over the past year, staff used three methods of engaging the public in Kirkland’s Safer Routes to School initiative: in-person public engagement, Suggest-a-Project Interactive Map, and an online survey.

1. In-person public engagement:

   In-person public engagement included individual and group meetings, most of which were part of an already scheduled neighborhood or community event. A smaller number were individual meetings and site visits about specific safety concerns. The in-person events had two main goals: 1) spread the word about the City’s Safer Routes to School initiative by promoting walking, biking, and riding the bus to school; and 2) collect input on safety improvements for walking, biking, and riding the bus to school. The specific events include:

Table 5: Outreach Tools

<table>
<thead>
<tr>
<th>Events</th>
<th>Quantity</th>
<th>*Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Association Meetings</td>
<td>22</td>
<td>460</td>
</tr>
<tr>
<td>Highland, Moss Bay, Juanita, South Rose Hill/Bridle Trails, Central Houghton, North Rose Hill, Everest, Norkirk, Evergreen Hill, Market, Finn Hill</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walk and Bike to School Month Events</td>
<td>9</td>
<td>**550</td>
</tr>
<tr>
<td>Twain, Kirk, Sandberg, Keller, Thoreau, Rose Hill, Juanita, Bell, Franklin, Lakeview</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Event Booth Experiences</td>
<td>8</td>
<td>***650</td>
</tr>
</tbody>
</table>
Table 5: Outreach Tools, continued

<table>
<thead>
<tr>
<th>Events</th>
<th>Quantity</th>
<th>*Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Interest Group Meetings</strong>&lt;br&gt;Kirkland Youth Council, Sustainability Ambassadors, Kiwanis, PTA District Board, school site visits (with parents, school administration, or PTA Chairs)</td>
<td>11</td>
<td>204</td>
</tr>
<tr>
<td><strong>Community Meetings at City Hall</strong>&lt;br&gt;June 15 Community Meeting, October 19 Sustainability Summit</td>
<td>2</td>
<td>142</td>
</tr>
<tr>
<td><strong>Community Survey</strong>&lt;br&gt;Including just those who identified themselves as having school age children.</td>
<td></td>
<td>490</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td>52</td>
<td>2,496</td>
</tr>
</tbody>
</table>

*Total number of people that were present at a meeting or with whom staff interacted.<br>**Estimated number of parents and students doing an interactive exercise about why students like to walk or bike to school.<br>***Estimated number of people who engaged with the Safer Routes to School activity booth. Not everyone in the event engaged with the City’s booth. Engagement varied from providing suggestions for safety improvements to receiving an information card.

Table 6: Digital Outreach Techniques*

<table>
<thead>
<tr>
<th>Digital Outreach Type</th>
<th>Quantity</th>
<th><strong>Views</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Facebook Posts</td>
<td>8</td>
<td>16,303</td>
</tr>
<tr>
<td>Nextdoor Posts</td>
<td>2</td>
<td>4,209</td>
</tr>
<tr>
<td>Twitter Tweets</td>
<td>5</td>
<td>7,472</td>
</tr>
<tr>
<td>City Newsletter Articles</td>
<td>12</td>
<td>14,266</td>
</tr>
<tr>
<td>Video posted on YouTube and Facebook</td>
<td>3</td>
<td>680</td>
</tr>
<tr>
<td>Landing Webpage (<a href="http://www.kirklandwa.gov/safe2school">www.kirklandwa.gov/safe2school</a>)</td>
<td>1</td>
<td>552</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td>31</td>
<td>43,482</td>
</tr>
</tbody>
</table>

*Metrics current as of April 6, 2020. A second round of outreach is occurring at the time of writing.<br>**"Views" defined as: Facebook Reach, Twitter Impressions, Email Unique Opens, Webpage Unique Visits, YouTube Views, and Facebook 1m Video Views. All values collected as of time of writing.

2. Safe and Active Transportation Survey:

The online survey was launched in November of 2019 and remained open until the end of January of 2020. A total of 1,290 survey responses (including 490 families with school age children) were submitted. Staff promoted the survey through social media, Lake Washington School District Newsletter, PTA emails, and at in-person public engagement events. Although the survey is not statistically valid, the number of respondents totaled more than 1.4% of Kirkland’s population (highest response rate to date for any of the Engagement Team Treks) and generally reflected Kirkland’s demographic indicators. Two data points are provided on the following page. For a complete listing of all questions related to school-age children, see Attachment C.
According to the 2010 Census, 23.17% of total households in Kirkland have children under 18. The higher percent of survey responders (38.34%) with school-age children reflects the promotion staff did with PTAs and parent groups.

Table 7: Respondents with school-age students
Do you have or currently care for school-age (Kindergarten - grade 12) students?

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>490</td>
<td>38.34%</td>
</tr>
<tr>
<td>No</td>
<td>788</td>
<td>61.66%</td>
</tr>
<tr>
<td>Answered</td>
<td>1278</td>
<td></td>
</tr>
</tbody>
</table>

The survey respondents had a wide range of school-age children.

Table 8: Respondents school-age student grade(s)
What are the grades of your school-age students? (check all that apply)

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kindergarten</td>
<td>20.32%</td>
</tr>
<tr>
<td>1st</td>
<td>15.07%</td>
</tr>
<tr>
<td>2nd</td>
<td>13.24%</td>
</tr>
<tr>
<td>3rd</td>
<td>16.44%</td>
</tr>
<tr>
<td>4th</td>
<td>13.47%</td>
</tr>
<tr>
<td>5th</td>
<td>14.61%</td>
</tr>
<tr>
<td>6th</td>
<td>11.87%</td>
</tr>
<tr>
<td>7th</td>
<td>13.24%</td>
</tr>
<tr>
<td>8th</td>
<td>12.10%</td>
</tr>
<tr>
<td>9th</td>
<td>10.50%</td>
</tr>
<tr>
<td>10th</td>
<td>6.85%</td>
</tr>
<tr>
<td>11th</td>
<td>9.36%</td>
</tr>
<tr>
<td>12th</td>
<td>7.53%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>4.11%</td>
</tr>
<tr>
<td>Answered</td>
<td>438</td>
</tr>
</tbody>
</table>

3. Suggest-a-Project:

In 2013, the City initiated the Suggest-a-Project Interactive Map to centralize, track, and report on capital improvement projects suggested by the public. There have been more than 1,200 suggestions since the Map was initiated. The table on the following page shows requests by type, and the data indicates that the majority of the suggestions are related to walking.
Table 9: Request by type

<table>
<thead>
<tr>
<th>Request Type</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>489</td>
<td>50%</td>
</tr>
<tr>
<td>Drive</td>
<td>277</td>
<td>28%</td>
</tr>
<tr>
<td>Blanks</td>
<td>77</td>
<td>8%</td>
</tr>
<tr>
<td>Maintenance</td>
<td>42</td>
<td>4%</td>
</tr>
<tr>
<td>Bike</td>
<td>34</td>
<td>3%</td>
</tr>
<tr>
<td>Parks</td>
<td>25</td>
<td>3%</td>
</tr>
<tr>
<td>Other</td>
<td>14</td>
<td>1%</td>
</tr>
<tr>
<td>Operations</td>
<td>12</td>
<td>1%</td>
</tr>
<tr>
<td>ADA</td>
<td>10</td>
<td>1%</td>
</tr>
<tr>
<td>Ride Transit</td>
<td>2</td>
<td>0%</td>
</tr>
</tbody>
</table>

The table below shows 43% of the capital requests have not been funded (8% unfunded in the Capital Improvement Program and 35% not yet addressed).

Table 10: Status of requests

<table>
<thead>
<tr>
<th>Status</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded (Capital Improvement Program)</td>
<td>20%</td>
</tr>
<tr>
<td>Unfunded (Capital Improvement Program)</td>
<td>8%</td>
</tr>
<tr>
<td>Complete</td>
<td>10%</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>27%</td>
</tr>
<tr>
<td>Not funded</td>
<td>35%</td>
</tr>
</tbody>
</table>

The table on the following page shows that the number of requests by neighborhood is influenced by population. Some anomalies exist because of issues within a neighborhood that received abnormally high numbers of requests (for example the intersection at Kirkland Way and Railroad Avenue and the intersection at NE 132nd Street and 136th Avenue NE). Both of these projects have been addressed: Kirkland Way and Railroad Avenue completed by the Neighborhood Safety Program, and NE 132nd Street and 136th Avenue NE funded in the Capital Improvement Program and slated for construction this spring. Finn Hill has a higher than typical number of requests because the Juanita Drive Corridor Study public input method involved the Suggest-A-Project Interactive Map. Over 100 requests for Finn Hill alone came in during that period.
Table 11: Request by neighborhood

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Percent of all requests</th>
<th>Percent of total population*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finn Hill</td>
<td>21%</td>
<td>18%</td>
</tr>
<tr>
<td>Juanita</td>
<td>13%</td>
<td>22%</td>
</tr>
<tr>
<td>North Rose Hill</td>
<td>11%</td>
<td>9%</td>
</tr>
<tr>
<td>Moss Bay</td>
<td>9%</td>
<td>7%</td>
</tr>
<tr>
<td>Evergreen Hill (Kingsgate)</td>
<td>7%</td>
<td>14%</td>
</tr>
<tr>
<td>Highlands</td>
<td>7%</td>
<td>3%</td>
</tr>
<tr>
<td>Norkirk</td>
<td>7%</td>
<td>5%</td>
</tr>
<tr>
<td>Totem Lake</td>
<td>6%</td>
<td>3%</td>
</tr>
<tr>
<td>Everest</td>
<td>5%</td>
<td>2%</td>
</tr>
<tr>
<td>Central Houghton</td>
<td>4%</td>
<td>5%</td>
</tr>
<tr>
<td>South Rose Hill/Bridle Trails</td>
<td>5%</td>
<td>7%</td>
</tr>
<tr>
<td>Market</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>Lakeview</td>
<td>1%</td>
<td>4%</td>
</tr>
<tr>
<td>Outside City Limits</td>
<td>1%</td>
<td>1%</td>
</tr>
</tbody>
</table>

*Based upon the 2018 population estimates.

Last year, staff promoted the Suggest-a-Project Interactive Map to engage the public in identifying improvements to walking, biking and riding the bus to school. Approximately 200 requests from 2019 were combined with the remaining unfunded project ideas from prior years.

**DRAFT SAFER ROUTES TO SCHOOL ACTION PLANS:**

Kirkland’s draft Safer Routes to School Action Plans include the Safe Routes to School National Partnership “six Es framework”: Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation. Below is an outline of the building blocks for each of these elements which will eventually make up Kirkland’s Action Plans.

1. **ENGINEERING**

   The purpose of the Engineering element is to layout potential physical improvements that make walking, biking, and busing to school safer, more convenient, and fun. The recommended physical improvements can be found in Attachment D and on the online interactive map. Note these are only the Walk Recommendations. After the traffic studies are complete, additional recommendations will be added. There are a total of 154 Walk Recommendations: 73 sidewalk segments; 75 crosswalk enhancements; and 6 trail connections.
Recommendations

A. Neighborhood Boundaries for Engineering element of Action Plans

The first question staff considered when creating the action plans was what the appropriate geographic boundaries will be for the plans. Staff initially considered defining the action plans by all elementary, middle, and high schools (twenty-three schools); or the thirteen elementary schools; or by the three middle school catchment areas; or thirteen neighborhoods. See Attachment A for a map of the walk boundaries and Attachment F for a map of attendance areas in each neighborhood.

Staff recommends categorizing the Engineering element of the Action Plans by Kirkland’s thirteen neighborhoods rather than school attendance areas. The remaining five “E”s of the Action Plans tend to be more citywide in nature and would generally not be separated by neighborhood.

Action Plans based upon neighborhood boundaries has several benefits because it:

- Reduces redundancy with project recommendations benefiting multiple schools (elementary, middle, and high schools);
- Aligns with Kirkland’s Comprehensive Plan and Neighborhood Plans;
- Keeps the framework of the plans in the City’s jurisdiction (rather than Lake Washington School District school boundaries);
- Embraces established neighborhood organizational networks for efficient public engagement; and
- Parallels City reporting frameworks.

Generally, neighborhood boundaries align very closely with Lake Washington School District’s attendance and catchment areas (the exceptions are portions of Finn Hill, Juanita, and Totem Lake) see Attachment F.

B. Bike Recommendations assessed by the Active Transportation Plan

The next consideration for staff was how to incorporate bike recommendations when the bike network is so closely tied to the Active Transportation Plan and recommended Greenways network. To the extent City Council wants to prioritize bike network recommendations in the Action Plans, staff is recommending this be done after the Active Transportation Plan bike analysis is complete.

C. Scope of Walk Recommendations

One of the most significant questions staff addressed is how to narrow the scope of improvements to a finite and manageable set of recommendations. As shown in the Lake Washington School District elementary, middle, and high school walk and attendance boundaries (Attachments A and F), the scope of the analysis for Safer Routes to School include nearly all streets in Kirkland. Even those streets outside the walk boundaries were included because of school and Metro bus stops. Staff recognizes that the decisions surrounding the scope must be transparent, easily understood, and logical.
To address the threshold question of what improvements should be incorporated in the recommendations, staff used the following analysis:

- Trail connections are identified in the Citywide Connection Map approved by the City Council in 2019 and therefore generally not included in the Walk Recommendations. However, the engineering analysis highlighted six trail connections with four currently in the existing Citywide Connections map and two new ones. All six were included in the Walk Recommendations.

- Separated asphalt walking surfaces (separated by a curb or planter strip) are considered complete, except when the surface is substandard or the width is too narrow for a wheelchair or stroller. Two substandard walkways were identified: 1) 93rd Avenue NE between Juanita Drive and NE 120th Street; and 2) parts of NE 140th Street between 124th Avenue NE and 132nd Avenue NE.

- Sidewalk conditions are reported in the 2015 Sidewalk Inventory Analysis and are addressed separately through maintenance and the Capital Improvement Program.

- Recently constructed sidewalk segments (by private development) may not yet be added to the sidewalk Geographical Information System (GIS) layer. Where known, these sections were considered complete.

- Sidewalks funded in the 2019-2024 Capital Improvement Program but not yet constructed were not included in the Walk Recommendations (such as Kirkland Avenue east of 6th Street, Juanita Drive Multi-modal Improvements, 100th Avenue NE Roadway Improvements).

- Bus Rapid Transit Station multi-modal connections between downtown and the I-405/NE 85th Street were not included in the Walk Recommendations (Sound Transit/Washington State Department of Transportation projects).

- Funded multi-modal transportation study locations were not included (for example, Holmes Point Drive).

The following projects were considered when developing the draft Safer Routes to School Action Plans:

- All sidewalk, crosswalk, and trail improvements listed in the following plans:
  - Neighborhood Plans
  - Unfunded projects in the Capital Improvement Program
  - Transportation Master Plan
  - Cross Kirkland Corridor Master Plan


- Missing sidewalk segments in close proximity to a school. These locations are often used as park and walk sites which can reduce congestion at the school entrance.

- City staff engineer’s recommended list of crosswalks based on crash history, vehicle volume, vehicle speed, and number of vehicle travel lanes to be crossed.
• Circulation study analysis in and around eleven selected schools (with identified traffic congestion issues). The eleven schools were chosen based upon input from the public, Police Department, City staff engineers, Lake Washington School District Safety Manager, and school administrators. This study has been put on hold until schools are back in session.

1. Thoreau at 8224 NE 138th St, Kirkland, WA 98034
2. Finn Hill Middle at 8040 NE 132nd St, Kirkland, WA 98034
3. Sandburg at 12801 84th Ave NE, Kirkland, WA 98034
4. Juanita at 9635 NE 132nd St, Kirkland, WA 98034
5. Twain at 9525 130th Ave NE, Kirkland, WA 98033
6. Rose Hill at 8110 128th Ave NE, Kirkland, WA 98033
7. Ben Franklin at 12434 NE 60th St, Kirkland, WA 98033
8. Lakeview at 10400 NE 68th St, Kirkland, WA 98033
9. Peter Kirk at 1312 6th St, Kirkland, WA 98033
10. AG Bell at 11212 NE 112th St, Kirkland, WA 98033
11. International Community School at 11133 NE 65th St, Kirkland WA 98033

• 2009 Active Transportation Plan

The remaining segments to complete the 2009 Active Transportation Plan goal of “complete sidewalk on one side of all school walk route segments of all arterials and collector streets,” are listed in the table below. Walkways behind extruded curb are considered complete for this analysis (this eliminates segments like 84th Avenue NE and 87th Avenue NE in Finn Hill). Two additional sidewalk segments will be added to the list below in the Finn Hill and Evergreen Hill/Kingsgate Neighborhoods (both are on a school walk route for Northshore School District). Cost estimates have not yet been done.

<table>
<thead>
<tr>
<th>Description of sidewalk</th>
<th>School</th>
<th>Linear Feet</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE 90th Street (124th Avenue NE to 128th Way NE)</td>
<td>Mark Twain</td>
<td>2,099</td>
<td>$1,574,250</td>
</tr>
<tr>
<td>126th Ave NE (NE 73rd Street to NE 80th Street)</td>
<td>Rose Hill</td>
<td>207</td>
<td>$155,250</td>
</tr>
<tr>
<td>132nd Avenue NE (NE 97th Street to NE 98th Street and NE 104th Street to NE 110th Place - intermittent)</td>
<td>Mark Twain</td>
<td>1,356</td>
<td>$1,017,000</td>
</tr>
<tr>
<td>NE 122nd Place (some existing extruded curb - NE Juanita Drive to NE 124th Street)</td>
<td>Carl Sandberg</td>
<td>529</td>
<td>$396,750</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>4,191</strong></td>
<td><strong>$3,143,250</strong></td>
</tr>
</tbody>
</table>

The estimates shown above are based on a general per-linear-foot basis extrapolated from the most recent (2019) school walk routes sidewalk projects in Table 1 ($750/linear foot) and are intended to provide a rough order of magnitude for overall costs. There are two key variables that make estimating difficult at this point in the design phase:

- Estimating all cost implications from the new Critical Areas Ordinance and the Surface Water Design Manual are still being more fully vetted, and final costs are not
known until the design phase advances to at least 60%. This work that is scheduled to be reached later this summer.
  o The current bid climate continues to be somewhat unpredictable.

- Input from Suggest-a-Project Interactive Map

All suggestions from the public were considered in the process. The table below shows the number of Suggest-a-Project ideas included in the Walk Recommendations for the Action Plans. Many of the Walk Recommendations were suggested by the public. Not evident in this table is the fact that many of the suggestions from the public also surfaced through the engineering analysis. See Attachment E for a map of the Walk Recommendations with the Suggest-a-Project ideas.

**Table 13: Suggest-a-Projects & Walk Recommendations in Action Plans**

<table>
<thead>
<tr>
<th>Project Type</th>
<th>A Suggest-a-Project</th>
<th>B Suggest-a-Projects in Action Plans</th>
<th>C Walk Recommendations in Action Plans</th>
<th>C-B Identified Only by Engineering Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install sidewalk</td>
<td>369</td>
<td>69</td>
<td>73</td>
<td>4</td>
</tr>
<tr>
<td>Improve crosswalk</td>
<td>71</td>
<td>38</td>
<td>75</td>
<td>37</td>
</tr>
<tr>
<td>Slow traffic speeds</td>
<td>57</td>
<td>11</td>
<td>12 Pending speed studies</td>
<td>1</td>
</tr>
<tr>
<td>Improve bike facility</td>
<td>13</td>
<td>Bike improvements covered in Active Transportation Plan</td>
<td>Bike improvements covered in Active Transportation Plan</td>
<td>Bike improvements covered in Active Transportation Plan</td>
</tr>
<tr>
<td>Improve intersection</td>
<td>30</td>
<td>11</td>
<td>11 congestion study pending</td>
<td>0</td>
</tr>
<tr>
<td>Create trail</td>
<td>21</td>
<td>0</td>
<td>6</td>
<td>0</td>
</tr>
</tbody>
</table>

- Transportation Analysis

In late 2019, the City contracted with Toole Design of Seattle to conduct a walk and bike access analysis and infrastructure recommendations for the Safer Routes to School Action Plans. Recommendations were developed by first analyzing the current pedestrian network for how well it provides access to schools based on student’s ability to safely cross and walk along a street. The analysis highlighted locations (parcels) where access was impacted by barriers such as difficult intersections or missing sidewalks. Crossing enhancement and sidewalk recommendations were focused at locations that would expand more direct access to schools.
See the diagram below for an example of how the analysis was done.

Parcels outlined in green indicate areas benefiting from improved crossings at 84th Avenue NE (Walk Recommendations #56 and #40).

D. Prioritization of Walk Recommendations

Finally, staff took guidance from the Transportation Master Plan (adopted by the City Council in 2015) for defining the prioritization criteria. The Transportation Master Plan provides a prioritization criterion for funding the worthiest projects. The elements for each of the seven prioritization criteria are listed below.

1. Improve safety—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.
   - Prioritize sidewalks on one side of all school walk route segments on arterials and collector streets. (2009 Active Transportation Goal based upon inherent speeds and volumes of collectors and arterials).
   - Prioritize sidewalk gaps that would create a continuous sidewalk on one side of all collectors and arterials.
   - Prioritize sidewalks on streets with serious or fatal pedestrian or bicycle crash history (between 2014-2018).
   - Prioritize crosswalk improvements on streets with multiple lanes, crash history, high speeds and high volumes.
2. Link to Land Use—Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high.
   - Prioritize improvements that are closest to schools.
   - Prioritize improvements with access to multiple schools.
   - Prioritize improvements serving the highest number of households (including multifamily and single family). This analysis is not yet complete.

3. Connect to the Cross Kirkland Corridor—Make numerous strong links to the CKC.
   - Prioritize improvements that link to the Cross Kirkland Corridor.

4. Make Connections—Give high priority to projects that fill gaps by connecting existing sidewalks.
   - Prioritize improvements that are filling gaps in sidewalks.

5. Connect to Transit—Complete walkways that allow easy access to transit, particularly regional transit.
   - Prioritize improvements that are closest to Metro and Lake Washington School District bus stops.

6. 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.
   - Prioritize improvements that are suggested by the public.
   - Prioritize improvements most supported by the public. (To be determined during the public input process on the draft walk and bike recommendations).

7. 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. See Equity section for more detailed information.
   - Prioritize improvements in schools with higher numbers of:
     - students receiving free and reduced lunches;
     - students with disability;
     - minority students; and
     - English language learning students.

Project costs and the likeliness to receive grant funding also are identified in the Transportation Master Plan as a consideration for priority. The Transportation Master Plan suggests that 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. This element will be used when implementing the Action Plans rather than in the priority in scoring.

2. EDUCATION

The purpose of the Education element is to identify ways to support and partner with the Lake Washington School District to improve safe walking and bicycling skills for students and community members while helping promote the benefits of walking and bicycling. Education about safe walking and biking habits is closely tied with encouraging more students to walk and
bike to school. All activities under this section will also be linked to the Encouragement element.

A. Walk/Bike Safety Education Grant

In 2019, the Lake Washington School District and City of Kirkland received a grant for a walk/bike safety education program through the Active Transportation Division of the Washington State Department of Transportation. Grant funds will purchase equipment (trailer, bikes, safety cones, etc.) and provide training for teachers and City staff. In addition, the Lake Washington School District will collaborate with the City, PTSAs, and parents to create local events around walking and biking safety education.

The primary outcomes of the grant will be to:

- Increase the number of students walking and biking to school;
- Increase safety for students walking and biking to school;
- Increase students’ skills and knowledge related to riding a bicycle on the road, including rules of the road and multi-use paths;
- Explain how such behaviors improve students’ safety and health; and
- Explain documented causes of crashes involving pedestrians and how students can practice accident avoidance skills and attitudes.

The Lake Washington School District currently provides a rotating bike curriculum in elementary schools. This grant will enable them to expand to middle schools. The Lake Washington School District and the City will collaborate with a local bike shop(s), non-profits, and PTSAs to acquire and maintain bikes. Additionally, the City can partner and supplement the district education curriculum at community and special events.

B. School Resource Officers

The passage of Proposition 1 in 2018 has allowed the City to expand the School Resource Officer program into Kirkland middle schools. School Resource Officers (SROs) started at Finn Hill Middle School, Kirkland Middle School, Kamiakin Middle School, the International Community School, and Emerson K-12 on January 6, 2020. The SRO Program is made possible through a collaborative partnership between the Police Department and the Lake Washington School District. One of the goals of the SRO Program is to foster positive relationships between police officers and young people. As part of the Safer Routes to School initiative, the SROs are looking at ways to expand classroom curriculum to include walk and bike safety tips.

C. Community Resources

The City will continue to work with community resources to foster additional education opportunities in Kirkland. Those organizations and opportunities may include:

- Cascade Bicycle training;
- Bike rodeos at community and special events;
- Safety videos created by students;
• **King County’s SchoolPool** safety educational material;
• Create and promote school drop off/pick up circulation maps to help awareness of safety protocols at each school as well as identify park and walk sites.

3. **ENCOURAGEMENT**

The purpose of the Encouragement element is to increase the number of students walking, biking, and riding the bus to school. Encouraging more students to walk, bike, and bus to school is closely tied with safety education, therefore all activities under this section will also be linked to the Education element.

A. **Walk and Bike to School Month(s)**

The City of Kirkland has long been an active partner with the Lake Washington School District in organizing Walk to School Month in October and Bike to School Month in May. Because of the City Council Safer Routes to School initiative, the City expanded walk to school month and proclaimed October 2019 as **Walk and Bike to School Month** in Kirkland. School events are planned and carried out primarily by PTSA volunteers at each school. The City assists by coordinating attendance by Fire and Police personnel and the use of the Ped Bee costumes at each participating school. Councilmembers are invited to participate by visiting any of the schools’ events. City staff work closely with the PTSAs to coordinate and promote the event dates at each school.

In 2019, the City expanded the Walk and Bike to School efforts and invited all Kirkland schools including elementary, middle, and high schools to participate in October. Unfortunately, only elementary schools participated.

• Mark Twain: Wednesday, October 2
• Peter Kirk: Wednesday, October 2
• Sandburg/Discovery: Wednesday, October 2
• Helen Keller: Wednesday, October 2
• Thoreau: Thursday, October 3
• Rose Hill: Friday, October 4
• Juanita: Monday, October 7
• AG Bell: Tuesday, October 8
• Franklin: Wednesday, October 9
• Lakeview: Friday, October 11

City staff provided student prizes for participating schools (bike tire lights and USB rechargeable lighted safety belts/straps). Each school was given a dozen incentive prizes, and school staff were instructed to raffle them off to the entire school (making sure all students had an opportunity to win a prize). Each event had a map for students and parents to trace their route to school and students were asked why they like to walk and bike to school. The maps helped identify safety improvements for the Engineering element of the Action Plans. Additionally, students and parents were asked two questions and were given 1-3 dots for their answers. The questions and answers are outlined on the following page.
Table 14: Walk and Bike to School Dot Exercise

<table>
<thead>
<tr>
<th>Why do you like to walk or bike to school or the bus?</th>
<th># of dots</th>
</tr>
</thead>
<tbody>
<tr>
<td>It's fun</td>
<td>217</td>
</tr>
<tr>
<td>I like the fresh air</td>
<td>175</td>
</tr>
<tr>
<td>I get to exercise</td>
<td>136</td>
</tr>
<tr>
<td>It feels good</td>
<td>65</td>
</tr>
<tr>
<td>Makes me feel ready to learn</td>
<td>49</td>
</tr>
<tr>
<td>Others</td>
<td>15</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Why do you like to walk or bike to school or the bus?</th>
<th># of dots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvements were made to sidewalks, bikeways, crosswalks, or lighting</td>
<td>113</td>
</tr>
<tr>
<td>Neighbors met up to walk or bike together (with adult supervision)</td>
<td>106</td>
</tr>
<tr>
<td>Speeds of cars are reduced</td>
<td>72</td>
</tr>
<tr>
<td>Awards are given to those who walked and biked</td>
<td>58</td>
</tr>
<tr>
<td>Others (nothing because it is too far to walk, the weather is too bad, or hills are too high)</td>
<td>44</td>
</tr>
<tr>
<td>Crime is reduced</td>
<td>38</td>
</tr>
<tr>
<td>Other</td>
<td>25</td>
</tr>
<tr>
<td>Changes are made in my family's flexibility - like work schedule or after school activities</td>
<td>31</td>
</tr>
</tbody>
</table>

B. King County Schoolpool

City staff has been working with King County’s SchoolPool consultants (Alta Planning and Design) to expand the May Bike to School Month. The purpose of this effort was to:

- Engage all schools (elementary, middle, and high).
- Test incentives – to determine their effectiveness.
- Identify mechanisms to support encouragement programs moving forward.
- Set up achievable reporting mechanisms to track the effectiveness of encouragement efforts.

Given Governor Jay Inslee’s recent orders related to school closures, there will not be a Bike to School Month in May. However, efforts will resume after schools are back in session.

C. Safe and Active Transportation Survey

The complete analysis of the online survey results will be done later this spring. Below is a “top line” listing of the results as background. See Attachment C for the raw survey data.

- In a typical month, how often does your youngest student use the following transportation options to get to/from school? (Question 10)
  - Walk: 33% said every day or most but not all days
  - Bike: 6% said every day or most but not all days
  - Carpool: 9% said every day or most but not all days
  - Metro: 5% said every day or most but not all days
o School bus: 22% said every day or most but not all days
o Family vehicle: 57% said every day or most but not all days

- How interested are you in having your youngest student ________? *(Question 11)*
  o Walk to school more: 52% said extremely to very interested
  o Bus to school more: 25% said extremely to very interested
  o Bicycle to school more: 38% said extremely to very interested

- If physical factors keep your youngest student from walking or biking to/from school, which of the following best describes the reason? *(check all that apply)* *(Question 12)*
  o Distance/hill or weather/climate: 76%
  o Personal ability: 10%

- If social reasons keep your youngest student from walking or biking to/from school, which of the following best describes the reason? *(check all that apply)* *(Question 13)*
  o Personal safety from other roadway users: 58%
  o Convenience: 34%

- If the following street and sidewalk features were improved, how likely would your youngest student walk or bike to/from school more? *(Question 14)*
  o Safer crosswalks (such as flashing lights): 53% said extremely or very likely
  o More connected sidewalks: 53% said extremely or very likely
  o More protected bike lanes: 44% said extremely or very likely
  o Organized group of kids/adults walking or biking together: 43% said extremely or very likely
  o Slower traffic speeds: 34% said extremely or very likely

- What is the farthest your youngest student would walk to/from school? *(Question 16)*
What is the farthest your youngest student would bike to/from school? (Question 17)

D. Sustainability Ambassadors

Sustainability Ambassadors is a professional development program for student leaders, teacher leaders, and community leaders committed to educating for sustainability by aligning classroom work with community relevance for the real world. In 2019, many students embraced Safer Routes to School as their project focus. Prior to COVID-19, the plan was for students to present their finding to the Transportation Commission and City Council this spring. Potentially, these presentations could be made remotely, and staff are still evaluating this possibility. The ambassador’s transportation related projects include:

- **NORTHSTAR**
  - Reduce global warming by increasing the number of students walking, biking, or taking the bus to school.

- **INTERNATIONAL COMMUNITY SCHOOL**
  - Increase carpooling by employing Carpool App
  - Educate students and parents about King County Green Trip School Pool
  - Decrease carbon emissions by increasing student usage of Metro
  - Create a case for electric school buses
  - Organize an electric vehicle revolution car show
  - Make the intersection at NE 65th Street and 112th Avenue NE safe

- **JUANITA HIGH SCHOOL**
  - Decrease SOVs at Juanita High

E. Community Resources

The City will continue to work with other community resources to encourage more students to walk, bike, and bus to school. Those organizations and opportunities may include:

- Phone and computer apps to make it easier to set up
  - Carpoold
  - Walking school busses
  - Bike trains

- Walk and bike to school promotional months
• Walking and biking maps for all schools including (but not limited to):
  o Sidewalks
  o Signalized crosswalks
  o Rapid Flashing Beacons
  o Park and walk locations
  o Bus stop locations
  o Pedestrian and bicycle bridges crossing I-405
• Videos made by students
• Bus pass/Orca-to-Go
• Community Van

4. ENFORCEMENT

The purpose of the Enforcement element is to deter unsafe behaviors of drivers, pedestrians, and bicyclists and to encourage all road users to obey traffic laws and share the road safely. As traffic speeds increase, so does the risk of serious injuries or fatalities from collisions.

A. Speed Study

Streets near fourteen schools will have speed studies after school resumes. The school locations were selected based upon past speed studies and input from the Police Department. The Neighborhood Traffic Control Program handles all other speed requests as part of the ongoing program.

High schools do not have school zones and therefore are not included in the study. Speed studies will be conducted for the following elementary and middle school streets.

Table 15: Speed Study Streets

<table>
<thead>
<tr>
<th>School</th>
<th>Upcoming Speed Study Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thoreau Elementary</td>
<td>84th Avenue NE</td>
</tr>
<tr>
<td>Sandburg Elementary</td>
<td>84th Avenue NE</td>
</tr>
<tr>
<td>Juanita Elementary</td>
<td>NE 132nd Street</td>
</tr>
<tr>
<td>Twain Elementary</td>
<td>NE 95th Street</td>
</tr>
<tr>
<td>Ben Franklin Elementary</td>
<td>NE 60 Street</td>
</tr>
<tr>
<td>Lakeview Elementary</td>
<td>State Street</td>
</tr>
<tr>
<td>Peter Kirk Elementary</td>
<td>6th Street</td>
</tr>
<tr>
<td>AG Bell Elementary</td>
<td>NE 112th Street</td>
</tr>
<tr>
<td>Keller Elementary</td>
<td>108th Avenue NE</td>
</tr>
<tr>
<td>Frost Elementary</td>
<td>NE 140th Street</td>
</tr>
<tr>
<td>Kirkland Middle</td>
<td>NE 18th Street</td>
</tr>
<tr>
<td>Finn Hill Middle</td>
<td>84th Avenue NE</td>
</tr>
<tr>
<td>Rose Hill Elementary</td>
<td>NE 80th Street</td>
</tr>
<tr>
<td>Muir Elementary &amp; Kamiakin Middle</td>
<td>132nd Avenue NE</td>
</tr>
</tbody>
</table>
B. School Safety Cameras

In 2019, the City Council approved the implementation of a school zone photo enforcement camera pilot at John Muir Elementary/Kamiakin Middle School and Rose Hill Elementary through the adoption of Ordinance 0-4681. These two sites were selected after a citywide speed study determined they have the highest volumes of traffic and highest speeds. The primary goal of the pilot is to use the automated enforcement cameras to reduce speeds in school zones, thereby reducing the risk of serious injuries or fatalities from collisions. Aside from the goal of traffic safety, the secondary goal of the project is to encourage people to use alternative modes to school, like walking and bicycling, rather than automobiles.

Ordinance 0-4681 requires that all revenues above operational expenses be directed to street, pedestrian, bicycle, and traffic improvement projects near schools that will increase safety for students of all ages and abilities traveling, walking, and biking to school.

In January 2020, the City Council received an update on the School Safety Zone Camera Program. A complete analysis of both the expenditures and revenues collected through 2019 were included in the staff report. The revenue and cost of the program in 2019 and 2020 are listed below.

### Table 16: Estimated Revenue and Costs for School Safety Cameras

<table>
<thead>
<tr>
<th></th>
<th>Sept-19</th>
<th>Oct-19</th>
<th>Nov-19</th>
<th>Dec-19</th>
<th>Jan-20</th>
<th>Feb-20</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Expenditures</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>$27,319</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ATS Contract</td>
<td>$9,871</td>
<td>$17,000</td>
<td>$140</td>
<td>$140</td>
<td>$140</td>
<td>$140</td>
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<tr>
<td>Utilities</td>
<td>$140</td>
<td>$140</td>
<td>$140</td>
<td>$140</td>
<td>$140</td>
<td>$140</td>
</tr>
<tr>
<td>Police Staffing</td>
<td>$8,873</td>
<td>$8,873</td>
<td>$8,873</td>
<td>$8,873</td>
<td>$8,873</td>
<td>$8,873</td>
</tr>
<tr>
<td>Court Staffing</td>
<td>$11,706</td>
<td>$11,706</td>
<td>$11,706</td>
<td>$11,706</td>
<td>$11,706</td>
<td>$11,706</td>
</tr>
<tr>
<td>Total Expenditures</td>
<td>$27,459</td>
<td>$30,590</td>
<td>$37,719</td>
<td>$20,719</td>
<td>$20,719</td>
<td>$22,608</td>
</tr>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Citations</td>
<td>$10,816</td>
<td>$171,032</td>
<td>$219,036</td>
<td>$172,686</td>
<td>$182,294</td>
<td></td>
</tr>
<tr>
<td>Total Revenues</td>
<td>$10,816</td>
<td>$171,032</td>
<td>$219,036</td>
<td>$172,686</td>
<td>$182,294</td>
<td></td>
</tr>
<tr>
<td><strong>Council Appropriations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/5 NMC00620 NSP*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$123,157</td>
</tr>
<tr>
<td>Program Balance</td>
<td>($27,459)</td>
<td>($47,233)</td>
<td>$86,079</td>
<td>$284,396</td>
<td>$436,363</td>
<td>$472,892</td>
</tr>
</tbody>
</table>

*2019 Neighborhood Safety Project: rapid flashing beacon on NE 132nd Street at 129th Avenue NE.

**Notes:**

- ATS (camera administrators) had a processing error in December, resulting in a $35,889 credit, which is why ATS is low for December, January, and February.
- Monthly revenue for March has not yet been reported.
- Staffing costs are estimated until the project code is set up.
After additional speed studies are complete, staff may recommend additional school safety cameras. Given the financial uncertainty created by COVID-19, staff is holding off on bringing forward recommendations for using these funds. Future discussions related to these funds will be part of the 2021-2022 budget process.

C. Potential additional speed enforcement

In addition to the school safety cameras, there are several other methods that could be employed to deter unsafe traffic behaviors. Those include the following:

- Automated school bus safety cameras that detect and photograph vehicles attempting to pass stopped school buses. In Washington, school districts can install and operate automated school bus safety cameras to detect violations of drivers that overtake and pass stopped school buses. Much like the School Safety Cameras, automated school bus safety cameras may only take pictures of the vehicle and vehicle license plate and only while an infraction is occurring.
- Increased police presence could be another possible way to step up enforcement in and around schools.
- School resource officers may be potentially able to help enforcement at Finn Hill Middle School, Kirkland Middle School, Kamiakin Middle School, the International Community School, and Emerson K-12.

5. EQUITY
The purpose of the Equity element of the Action Plans is to ensure Safer Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for students from low-income families, students of color, and students with disabilities.

A. Safe, Inclusive, and Welcoming City for all people

The City is deeply committed to promoting a just society that respects and welcomes all people.

The City Council adopted a Proclamation proclaiming Kirkland as a Safe, Inclusive, and Welcoming City for All People. In addition, a Resolution was adopted directing the City Manager to invite the community to come together to discuss and support the shared values of diversity and inclusion and identify additional actions that can be taken by the City and the community to help keep Kirkland a safe, welcoming, and inclusive City for all people. These community conversations resulted in the formation of the City’s Inclusion Network, as well as other outcomes.
B. Existing policies

The City of Kirkland complies with all federal nondiscrimination laws.
- The City of Kirkland assures that no person shall on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964 as amended, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its federally funded programs and activities.
- The City of Kirkland further assures every effort will be made to ensure non-discrimination in all its programs and activities, whether those programs and activities are federally funded or not.

C. Americans with Disability Act

Kirkland published the draft Americans with Disability Act Transition Plan in August of 2018. In late 2019, the City began collecting feedback on the Transition Plan through a variety of civic engagement activities, including service provider agency focus groups and an online survey. An example of how the City implements the Transition Plans is through the Street Preservation Program. Since 2013, the City has installed 169 new regulation compliant crosswalk ramps with the Street Preservation Program.

D. Equity calculation for prioritizing Walk Recommendations in Action Plans.

Washington State Department of Transportation prioritization for Safe Routes to School grant projects includes an equity score. The table below applies the State’s equity elements to the Kirkland’s School Report cards from (data comes from Washington Office of Superintendent of Public Instruction).

Table 17: Equity calculation based upon School Report Cards

<table>
<thead>
<tr>
<th>School Name</th>
<th>A % Low Income</th>
<th>B % Disabilities</th>
<th>C % Nonwhite</th>
<th>D % English Language Learners</th>
<th>A+B+C+D Combined Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative Schools</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Futures School</td>
<td>52%</td>
<td>19%</td>
<td>67%</td>
<td>0%</td>
<td>138%</td>
</tr>
<tr>
<td>Emerson High School</td>
<td>24%</td>
<td>47%</td>
<td>24%</td>
<td>0%</td>
<td>95%</td>
</tr>
<tr>
<td>Tesla</td>
<td>2%</td>
<td>3%</td>
<td>70%</td>
<td>0%</td>
<td>76%</td>
</tr>
<tr>
<td>Stella Schola</td>
<td>3%</td>
<td>1%</td>
<td>68%</td>
<td>1%</td>
<td>73%</td>
</tr>
<tr>
<td>International Community School</td>
<td>2%</td>
<td>3%</td>
<td>64%</td>
<td>0%</td>
<td>70%</td>
</tr>
<tr>
<td>Northstar Middle School</td>
<td>1%</td>
<td>4%</td>
<td>57%</td>
<td>1%</td>
<td>63%</td>
</tr>
<tr>
<td>Community School</td>
<td>6%</td>
<td>18%</td>
<td>24%</td>
<td>11%</td>
<td>58%</td>
</tr>
<tr>
<td>Environmental &amp; Adventure School</td>
<td>5%</td>
<td>9%</td>
<td>40%</td>
<td>1%</td>
<td>55%</td>
</tr>
<tr>
<td>Discovery Community School</td>
<td>6%</td>
<td>11%</td>
<td>29%</td>
<td>7%</td>
<td>53%</td>
</tr>
<tr>
<td>Emerson K-12</td>
<td>3%</td>
<td>15%</td>
<td>18%</td>
<td>6%</td>
<td>43%</td>
</tr>
</tbody>
</table>
Table 17: Equity calculation based upon School Report Cards, continued

<table>
<thead>
<tr>
<th>School Name</th>
<th>A % Low Income</th>
<th>B % Disabilities</th>
<th>C % Nonwhite</th>
<th>D % English Language Learners</th>
<th>A+B+C+D Combined Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Schools</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Muir Elementary</td>
<td>31%</td>
<td>12%</td>
<td>57%</td>
<td>24%</td>
<td>124%</td>
</tr>
<tr>
<td>Robert Frost Elementary</td>
<td>34%</td>
<td>13%</td>
<td>50%</td>
<td>23%</td>
<td>119%</td>
</tr>
<tr>
<td>Rose Hill Elementary</td>
<td>20%</td>
<td>9%</td>
<td>62%</td>
<td>19%</td>
<td>110%</td>
</tr>
<tr>
<td>Kamiakin Middle School</td>
<td>28%</td>
<td>14%</td>
<td>56%</td>
<td>10%</td>
<td>108%</td>
</tr>
<tr>
<td>Helen Keller Elementary</td>
<td>23%</td>
<td>20%</td>
<td>43%</td>
<td>11%</td>
<td>98%</td>
</tr>
<tr>
<td>Mark Twain Elementary</td>
<td>15%</td>
<td>13%</td>
<td>51%</td>
<td>18%</td>
<td>97%</td>
</tr>
<tr>
<td>Juanita Elementary</td>
<td>18%</td>
<td>15%</td>
<td>45%</td>
<td>14%</td>
<td>93%</td>
</tr>
<tr>
<td>Alexander Graham Bell</td>
<td>16%</td>
<td>16%</td>
<td>46%</td>
<td>14%</td>
<td>92%</td>
</tr>
<tr>
<td>Elementary</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Benjamin Franklin Elementary</td>
<td>7%</td>
<td>9%</td>
<td>54%</td>
<td>21%</td>
<td>91%</td>
</tr>
<tr>
<td>Rose Hill Middle School</td>
<td>16%</td>
<td>11%</td>
<td>53%</td>
<td>9%</td>
<td>89%</td>
</tr>
<tr>
<td>Juanita High School</td>
<td>23%</td>
<td>11%</td>
<td>45%</td>
<td>7%</td>
<td>87%</td>
</tr>
<tr>
<td>Lakeview Elementary</td>
<td>14%</td>
<td>10%</td>
<td>43%</td>
<td>16%</td>
<td>83%</td>
</tr>
<tr>
<td>Henry David Thoreau Elementary</td>
<td>15%</td>
<td>13%</td>
<td>41%</td>
<td>10%</td>
<td>79%</td>
</tr>
<tr>
<td>Finn Hill Middle School</td>
<td>19%</td>
<td>12%</td>
<td>37%</td>
<td>5%</td>
<td>73%</td>
</tr>
<tr>
<td>Carl Sandburg Elementary</td>
<td>6%</td>
<td>16%</td>
<td>35%</td>
<td>10%</td>
<td>67%</td>
</tr>
<tr>
<td>Lake Washington High School</td>
<td>14%</td>
<td>9%</td>
<td>36%</td>
<td>4%</td>
<td>64%</td>
</tr>
<tr>
<td>Peter Kirk Elementary</td>
<td>5%</td>
<td>9%</td>
<td>39%</td>
<td>9%</td>
<td>62%</td>
</tr>
<tr>
<td>Kirkland Middle School</td>
<td>10%</td>
<td>11%</td>
<td>32%</td>
<td>5%</td>
<td>59%</td>
</tr>
</tbody>
</table>

Based upon the analysis above, Walk Recommendations within John Muir Elementary, Robert Frost Elementary, Rose Hill Elementary, Kamiakin Middle School, and Helen Keller Elementary received additional priority points in the Walk Recommendation prioritization calculation.

- Muir (124 %) = High
- Frost (119%) = High
- Rose Hill (110%) = Moderate
- Keller (98%) = Moderate

Alternative schools with high equity scores have very few students (Futures School 21 and Emerson High School 55) and are districtwide. The focus is on neighborhood schools where larger volumes of students walk and bike to school. Once the higher priority safety improvements are completed within the neighborhood schools, the City could begin prioritizing the Alternative schools with high equity scores.
E. Equity for Underserved Neighborhoods

An analysis was done on the percent of sidewalks along streets in all neighborhoods by dividing the total length of sidewalks by the total length of streets in each neighborhood. A neighborhood with sidewalks on both sides of all streets would get a score of 2. The results are shown below along with the equity score.

Based on this analysis, Kirkland does not have neighborhoods that are simultaneously underserved and low income. As shown in the Table 18 below, Evergreen Hill (representing Kingsgate and the greater northeast area of Kirkland) has the highest percent of sidewalk ratio while also having two of the schools with the highest equity score (Muir and Frost). The neighborhoods shown in bold font in the below table have the highest equity scores and are in the top half of sidewalk/street ratio.

Table 18: Analysis of School Equity Score

<table>
<thead>
<tr>
<th>Neighborhoods*</th>
<th>Elementary School</th>
<th>Ratio of Existing Sidewalk length over Street length</th>
<th>Equity Score</th>
<th>Number of Walk Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evergreen Hill</td>
<td>Muir Elementary</td>
<td>1.1</td>
<td>124%</td>
<td>10</td>
</tr>
<tr>
<td>Moss Bay</td>
<td>Lakeview Elementary</td>
<td>0.94</td>
<td>83%</td>
<td>10</td>
</tr>
<tr>
<td>Lakeview</td>
<td>Lakeview Elementary</td>
<td>0.89</td>
<td>83%</td>
<td>1</td>
</tr>
<tr>
<td>Norkirk</td>
<td>Kirk Elementary</td>
<td>0.81</td>
<td>62%</td>
<td>16</td>
</tr>
<tr>
<td>North Rose Hill</td>
<td>Twain Elementary</td>
<td>0.79</td>
<td>97%</td>
<td>21</td>
</tr>
<tr>
<td>Juanita</td>
<td>Frost Elementary</td>
<td>0.77</td>
<td>119%</td>
<td>27</td>
</tr>
<tr>
<td>South Rose Hill/Bridle Trails</td>
<td>Rose Hill Elementary</td>
<td>0.73</td>
<td>110%</td>
<td>17</td>
</tr>
<tr>
<td>Everett</td>
<td>Lakeview Elementary</td>
<td>0.62</td>
<td>83%</td>
<td>6</td>
</tr>
<tr>
<td>Highlands</td>
<td>Kirk Elementary</td>
<td>0.62</td>
<td>62%</td>
<td>1</td>
</tr>
<tr>
<td>Market</td>
<td>Kirk Elementary</td>
<td>0.62</td>
<td>62%</td>
<td>5</td>
</tr>
<tr>
<td>Central Houghton</td>
<td>Lakeview Elementary</td>
<td>0.61</td>
<td>83%</td>
<td>5</td>
</tr>
<tr>
<td>Finn Hill</td>
<td>Thoreau Elementary</td>
<td>0.56</td>
<td>79%</td>
<td>32</td>
</tr>
<tr>
<td>Totem Lake</td>
<td>Muir Elementary</td>
<td>0.51</td>
<td>124%</td>
<td>1</td>
</tr>
<tr>
<td>Bridle Trails</td>
<td>Ben Franklin Elementary</td>
<td>0.4</td>
<td>91%</td>
<td>4</td>
</tr>
</tbody>
</table>

*As the neighborhood boundaries do not follow school attendance area boundaries exactly, the elementary school attendance area with the highest equity score in the neighborhood was used in this analysis.
6. EVALUATION

The purpose of the Evaluation element is to collect information, track data, and analyze information about the effectiveness of the various efforts in the Safer Routes to School Action Plans. The benefits of an evaluation strategy include:

- Making sure that the goals and objectives of the program are clearly identified and measurable.
- Setting reasonable expectations about what the program can do.
- Determining if the program is having the desired results.
- Identifying changes that will improve the program.

Goals and objectives will be laid out for each of the 5 E’s after the Action Plans are more fully developed. The goal will be to integrate the Safer Routes to School and Active Transportation Plan accomplishments into one comprehensive report that also includes existing Levy and Transportation Master Plan accomplishments.

NEXT STEPS:

Revised Outreach Plan

The outreach approach over the next few months will depend upon COVID-19 restrictions and the public’s ability and willingness to participate in public engagement activities. Currently, the plan is to engage the public in a review of the draft Walk Recommendations for the Engineering element of the Action Plans sometime later this spring. The public engagement will most likely be online. The following steps will be implemented when feasible.

A. Engineering - Walk Recommendations: *(Spring/Summer 2020)*
   - Add multi-family analysis to priority ranking of Walk Recommendations.
   - Conduct traffic circulation study at eleven schools. *(Fall/Winter 2020)*
   - Publish and promote the online interactive draft Walk Recommendations Interactive Map.
   - Provide a platform for the public to submit their comments and weigh-in on the priority of projects within their neighborhood.
   - Incorporate public’s input and priority ranking into final Walk Recommendations.
   - Post final Walk Recommendation Interactive Map that reflects priority ranking within each neighborhood.
   - Develop a funding plan for Walk Recommendations, including City, grant, and development funding.
   - Coordinate with the Active Transportation Plan to update design standards to make it easier to do low cost, interim safety improvements.
B. Education (Fall/Winter 2020)
- Work with the Lake Washington School District to partner and supplement the district education curriculum at community events.
- Continue to work with School Resource Officers and other community resources to find opportunities to promote safe walking and bicycling skills.
- Create and promote school drop off/pick up circulation maps to help awareness of safety protocols at each school as well as identify park and walk sites.

C. Encouragement (Fall/Winter 2020)
- Work with King County Schoolpool to develop and implement a plan to engage schools, test incentives, and determine the most effective means of promoting walking and biking to school.
- Analyze the finding of the Safe and Active Transportation survey. Determine how the findings can inform the best practices for encouraging walking and biking.
- Work with the Sustainability Ambassadors to implement their projects so findings can be transferred to other schools.

D. Enforcement (Fall/Winter 2020)
- Update all school zone signage for middle and elementary schools.
- Conduct speed studies near fourteen schools.
- Continue to outline other methods for reducing speeds and unsafe driving behavior around schools.
- Continue to work with the Police Department and School Resource Officers to address chronic behavior problems at specific schools.
- Continue to recruit volunteers for crosswalk flags near schools.

E. Equity (Fall/Winter 2020)
- Continue the City’s commitment to being a safe, inclusive, and welcoming place.
- Implement the project prioritization criteria to give priority to improvements in equity school attendance areas.
- Apply for grants to fund projects in equity school attendance areas.
- Translate encouragement and education material in three additional languages based on relevant demographic data (such as Spanish, Chinese (simplified), and Russian).

F. Evaluation (Fall/Winter 2020)
- Layout goals and objectives for each of the 5 E’s after the Action Plans are developed.
- Integrate a reporting mechanism together with the Transportation Master Plan, Active Transportation Plan, Street Levy, and Performance Measures.

Staff will give a presentation at the April 21st Study Session. Staff is seeking Council discussion on the various proposed recommendations, including the revised outreach plan, draft Action Plan approach, Walk Recommendations, and other next steps.

Attachment A: School Walk boundaries
Attachment B: Sidewalks Built since 2010
Attachment C: Safe and Active Transportation Survey Results
Attachment D: Walk Recommendations
Attachment E: Walk Recommendations with Suggest-a-Project
Attachment F: School Attendance Areas
Legend

- Sidewalks Built Since 2010
- Kirkland Neighborhoods
- School Properties
- Parks
- Open Spaces
- Streets
- City Limits

Sidewalks Built Since 2010
Q1 When I choose to walk and/or bike, I do it because (check all that apply)

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>It’s fun</td>
<td>67.48%</td>
</tr>
<tr>
<td>For exercise</td>
<td>89.37%</td>
</tr>
<tr>
<td>For the environment</td>
<td>47.56%</td>
</tr>
<tr>
<td>To be outdoors</td>
<td>78.66%</td>
</tr>
<tr>
<td>I don’t have access to a car</td>
<td>6.85%</td>
</tr>
<tr>
<td>I don’t want to pay the expenses related to driving (parking, gas)</td>
<td>21.18%</td>
</tr>
<tr>
<td>To avoid traffic</td>
<td>40.87%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>9.45%</td>
</tr>
</tbody>
</table>

Total Respondents: 1,270
Q2 In a typical month, which of the following transportation options do you use? Include all types used during your trips (e.g. walking to a bus stop would be both a walking trip and a transit trip).

Answered: 1,270    Skipped: 8
<table>
<thead>
<tr>
<th>Activity</th>
<th>EVERY DAY</th>
<th>MOST BUT NOT ALL DAYS A WEEK</th>
<th>ONCE OR TWICE A WEEK</th>
<th>ONCE OR TWICE A MONTH</th>
<th>A FEW TIMES A YEAR</th>
<th>NEVER</th>
<th>TOTAL</th>
<th>WEIGHTED AVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk or use personal mobility device, such as a wheelchair</td>
<td>29.44%</td>
<td>20.81%</td>
<td>18.70%</td>
<td>8.12%</td>
<td>6.43%</td>
<td>16.50%</td>
<td>1,182</td>
<td>2.74</td>
</tr>
<tr>
<td>Bike</td>
<td>2.82%</td>
<td>9.92%</td>
<td>12.92%</td>
<td>13.94%</td>
<td>26.26%</td>
<td>34.13%</td>
<td>1,169</td>
<td>4.19</td>
</tr>
<tr>
<td>Public Transit</td>
<td>5.29%</td>
<td>9.81%</td>
<td>8.19%</td>
<td>16.13%</td>
<td>34.30%</td>
<td>26.28%</td>
<td>1,172</td>
<td>4.17</td>
</tr>
<tr>
<td>Carpool</td>
<td>4.25%</td>
<td>7.09%</td>
<td>14.35%</td>
<td>15.06%</td>
<td>17.63%</td>
<td>41.63%</td>
<td>1,129</td>
<td>4.18</td>
</tr>
<tr>
<td>Drive Alone</td>
<td>31.07%</td>
<td>32.53%</td>
<td>20.82%</td>
<td>6.70%</td>
<td>4.20%</td>
<td>4.68%</td>
<td>1,239</td>
<td>2.30</td>
</tr>
<tr>
<td>Ride-Share (such as Uber or Lyft)</td>
<td>0.00%</td>
<td>0.45%</td>
<td>2.86%</td>
<td>20.36%</td>
<td>40.00%</td>
<td>36.34%</td>
<td>1,120</td>
<td>4.73</td>
</tr>
</tbody>
</table>
Q3 How interested are you in _______?

Answered: 1,269  Skipped: 9

walking more for personal...

walking more for school a...

bicycling more for personal...

bicycling more for school a...

- Walking more for personal: Answered: 1,269
- Walking more for school: Answered: 1,269
- Bicycling more for personal: Answered: 1,269
- Bicycling more for school: Answered: 1,269

- Walking more for personal: Skipped: 9
- Walking more for school: Skipped: 9
- Bicycling more for personal: Skipped: 9
- Bicycling more for school: Skipped: 9
<table>
<thead>
<tr>
<th></th>
<th>EXTREMELY INTERESTED</th>
<th>VERY INTERESTED</th>
<th>MODERATELY INTERESTED</th>
<th>NOT VERY INTERESTED</th>
<th>NOT AT ALL INTERESTED</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>walking more for personal trips</td>
<td>35.00% 435</td>
<td>27.11% 337</td>
<td>22.77% 283</td>
<td>9.25% 115</td>
<td>5.87% 73</td>
<td>1,243</td>
</tr>
<tr>
<td>walking more for school and work trips</td>
<td>25.32% 300</td>
<td>17.47% 207</td>
<td>17.13% 203</td>
<td>14.51% 172</td>
<td>25.57% 303</td>
<td>1,185</td>
</tr>
<tr>
<td>bicycling more for personal trips</td>
<td>26.73% 329</td>
<td>16.98% 209</td>
<td>21.69% 267</td>
<td>10.32% 127</td>
<td>24.29% 299</td>
<td>1,231</td>
</tr>
<tr>
<td>bicycling more for school and work trips</td>
<td>25.69% 308</td>
<td>12.34% 148</td>
<td>14.35% 172</td>
<td>12.09% 145</td>
<td>35.53% 426</td>
<td>1,199</td>
</tr>
</tbody>
</table>
Q4 If physical factors keep you from walking or biking more, which of the following best describes the reason? (check all that apply)

Answered: 1,261  Skipped: 17

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal ability</td>
<td>12.45%</td>
</tr>
<tr>
<td>Distance/ hills</td>
<td>41.95%</td>
</tr>
<tr>
<td>Weather</td>
<td>45.52%</td>
</tr>
<tr>
<td>Not applicable</td>
<td>29.42%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>21.49%</td>
</tr>
</tbody>
</table>

Total Respondents: 1,261
Q5 If social reasons keep you from walking or biking more, which of the following best describes the reason? (check all that apply)

Answered: 1,263   Skipped: 15

- Convenience (and speed)...
- Carrying capacity...
- Care-taking responsibility...
- Concerns about crime
- Personal safety from...
- Work schedule or work...
- Lack of interest
- I don't own or have access...
- Not applicable
- Other (please specify)
<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience (and speed) of driving</td>
<td>50.99%</td>
</tr>
<tr>
<td>Carrying capacity (children, groceries, etc.)</td>
<td>50.91%</td>
</tr>
<tr>
<td>Care-taking responsibilities (children, older family members, etc.)</td>
<td>21.06%</td>
</tr>
<tr>
<td>Concerns about crime</td>
<td>6.33%</td>
</tr>
<tr>
<td>Personal safety from other roadway users</td>
<td>50.36%</td>
</tr>
<tr>
<td>Work schedule or work responsibilities</td>
<td>27.79%</td>
</tr>
<tr>
<td>Lack of interest</td>
<td>4.51%</td>
</tr>
<tr>
<td>I don't own or have access to a bike</td>
<td>8.71%</td>
</tr>
<tr>
<td>Not applicable</td>
<td>10.93%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>7.05%</td>
</tr>
<tr>
<td><strong>Total Respondents:</strong> 1,263</td>
<td></td>
</tr>
</tbody>
</table>
Q6 If the following street and sidewalk features were improved, how interested would you be in walking or biking more?

Answered: 1,264    Skipped: 14
Routing information...
More on-street bike lanes...
More protected bike lanes...
Slower traffic speeds
### Safe and Active Transportation

#### Access to an electric bike

<table>
<thead>
<tr>
<th></th>
<th>Extremely interested</th>
<th>Very interested</th>
<th>Moderately interested</th>
<th>Not very interested</th>
<th>Not at all interested</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Better street lighting</td>
<td>24.36% 293</td>
<td>23.28% 280</td>
<td>32.17% 387</td>
<td>11.89% 143</td>
<td>8.31% 100</td>
<td>1,203</td>
</tr>
<tr>
<td>More connected sidewalks</td>
<td>43.50% 532</td>
<td>25.10% 307</td>
<td>18.40% 225</td>
<td>6.70% 82</td>
<td>6.30% 77</td>
<td>1,223</td>
</tr>
<tr>
<td>Safer crosswalks (such as flashing lights)</td>
<td>35.21% 432</td>
<td>27.38% 336</td>
<td>23.23% 285</td>
<td>8.15% 100</td>
<td>6.03% 74</td>
<td>1,227</td>
</tr>
<tr>
<td>Accessible ramps at intersections</td>
<td>12.85% 151</td>
<td>12.68% 149</td>
<td>29.11% 342</td>
<td>23.49% 276</td>
<td>21.87% 257</td>
<td>1,175</td>
</tr>
<tr>
<td>Routing information and signage</td>
<td>11.45% 135</td>
<td>13.99% 165</td>
<td>30.53% 360</td>
<td>22.39% 264</td>
<td>21.63% 255</td>
<td>1,179</td>
</tr>
<tr>
<td>More on-street bike lanes (separated by a painted line)</td>
<td>21.20% 257</td>
<td>18.89% 229</td>
<td>22.36% 271</td>
<td>14.44% 175</td>
<td>23.10% 280</td>
<td>1,212</td>
</tr>
<tr>
<td>More protected bike lanes (separated by planter strips or curbs)</td>
<td>40.88% 500</td>
<td>14.31% 175</td>
<td>15.21% 186</td>
<td>8.83% 108</td>
<td>20.77% 254</td>
<td>1,223</td>
</tr>
<tr>
<td>Slower traffic speeds</td>
<td>20.05% 241</td>
<td>14.89% 179</td>
<td>23.63% 284</td>
<td>19.22% 231</td>
<td>22.21% 267</td>
<td>1,202</td>
</tr>
<tr>
<td>End of trip amenities such as showers at work</td>
<td>16.35% 190</td>
<td>14.37% 167</td>
<td>19.10% 222</td>
<td>15.83% 184</td>
<td>34.34% 399</td>
<td>1,162</td>
</tr>
<tr>
<td>Availability of bike racks at my destination or transit stop</td>
<td>19.24% 227</td>
<td>19.07% 225</td>
<td>21.61% 255</td>
<td>13.98% 165</td>
<td>26.10% 308</td>
<td>1,180</td>
</tr>
<tr>
<td>Availability of bike cages or bike lockers at my destination or transit stop</td>
<td>18.39% 215</td>
<td>16.00% 187</td>
<td>20.27% 237</td>
<td>15.91% 186</td>
<td>29.43% 344</td>
<td>1,169</td>
</tr>
<tr>
<td>Access to a bike</td>
<td>6.43% 72</td>
<td>9.92% 111</td>
<td>20.73% 232</td>
<td>19.84% 222</td>
<td>43.07% 482</td>
<td>1,119</td>
</tr>
<tr>
<td>Access to an electric bike</td>
<td>13.12% 149</td>
<td>14.17% 161</td>
<td>20.33% 231</td>
<td>15.32% 174</td>
<td>37.06% 421</td>
<td>1,136</td>
</tr>
</tbody>
</table>
Q7 Rank the following factors from highest to lowest impact on what is keeping you from walking or biking more? (1 is highest impact)

Answered: 1,237  Skipped: 41

<table>
<thead>
<tr>
<th>Physical factors like personal ability, distance/hills, weather/climate</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>TOTAL</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>32.22% 375</td>
<td>34.62% 403</td>
<td>33.16% 386</td>
<td>1,164</td>
<td>1.99</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Social reasons like convenience of driving, caring for children or elderly, or personal safety from crime</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>TOTAL</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>31.20% 365</td>
<td>38.12% 446</td>
<td>30.68% 359</td>
<td>1,170</td>
<td>2.01</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Inadequate street and sidewalk features like absence of sidewalks or bike lanes</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>TOTAL</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>38.37% 465</td>
<td>26.16% 317</td>
<td>35.48% 430</td>
<td>1,212</td>
<td>2.03</td>
<td></td>
</tr>
</tbody>
</table>
Q8 Do you have or currently care for school-age (Kindergarten - grade 12) students?

Answered: 1,278  Skipped: 0

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>38.34%</td>
</tr>
<tr>
<td></td>
<td>490</td>
</tr>
<tr>
<td>No</td>
<td>61.66%</td>
</tr>
<tr>
<td></td>
<td>788</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1,278</td>
</tr>
</tbody>
</table>
Q9 What are the grades of your school-age students? (check all that apply)

Answered: 438    Skipped: 840

- Kindergarten
- 1st
- 2nd
- 3rd
- 4th
- 5th
- 6th
- 7th
- 8th
- 9th
- 10th
- 11th
- 12th
- Other (please specify)
<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kindergarten</td>
<td>20.32%</td>
</tr>
<tr>
<td>1st</td>
<td>15.07%</td>
</tr>
<tr>
<td>2nd</td>
<td>13.24%</td>
</tr>
<tr>
<td>3rd</td>
<td>16.44%</td>
</tr>
<tr>
<td>4th</td>
<td>13.47%</td>
</tr>
<tr>
<td>5th</td>
<td>14.61%</td>
</tr>
<tr>
<td>6th</td>
<td>11.87%</td>
</tr>
<tr>
<td>7th</td>
<td>13.24%</td>
</tr>
<tr>
<td>8th</td>
<td>12.10%</td>
</tr>
<tr>
<td>9th</td>
<td>10.50%</td>
</tr>
<tr>
<td>10th</td>
<td>6.85%</td>
</tr>
<tr>
<td>11th</td>
<td>9.36%</td>
</tr>
<tr>
<td>12th</td>
<td>7.53%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>4.11%</td>
</tr>
</tbody>
</table>

Total Respondents: 438
Q10 In a typical month, how often does your youngest student use the following transportation options to get to/from school?

Answered: 439  Skipped: 839
## Safe and Active Transportation

<table>
<thead>
<tr>
<th></th>
<th>EVERY DAY</th>
<th>MOST BUT NOT ALL DAYS A WEEK</th>
<th>ONCE OR TWICE A WEEK</th>
<th>ONCE OR TWICE A MONTH</th>
<th>A FEW TIMES A YEAR</th>
<th>NEVER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk to school</td>
<td>20.79%</td>
<td>11.88%</td>
<td>9.16%</td>
<td>7.43%</td>
<td>12.38%</td>
<td>38.37%</td>
<td>404</td>
</tr>
<tr>
<td></td>
<td>84</td>
<td>48</td>
<td>37</td>
<td>30</td>
<td>50</td>
<td>155</td>
<td></td>
</tr>
<tr>
<td>Bike to school</td>
<td>2.32%</td>
<td>3.35%</td>
<td>3.09%</td>
<td>7.47%</td>
<td>10.31%</td>
<td>73.45%</td>
<td>388</td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>13</td>
<td>12</td>
<td>29</td>
<td>40</td>
<td>285</td>
<td></td>
</tr>
<tr>
<td>Carpool with another family</td>
<td>4.40%</td>
<td>4.15%</td>
<td>8.55%</td>
<td>8.55%</td>
<td>14.51%</td>
<td>59.84%</td>
<td>386</td>
</tr>
<tr>
<td></td>
<td>17</td>
<td>16</td>
<td>33</td>
<td>33</td>
<td>56</td>
<td>231</td>
<td></td>
</tr>
<tr>
<td>Ride Metro bus</td>
<td>1.56%</td>
<td>3.13%</td>
<td>1.82%</td>
<td>1.56%</td>
<td>1.30%</td>
<td>90.63%</td>
<td>384</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>12</td>
<td>7</td>
<td>6</td>
<td>5</td>
<td>348</td>
<td></td>
</tr>
<tr>
<td>Ride School bus</td>
<td>13.42%</td>
<td>7.85%</td>
<td>3.80%</td>
<td>1.52%</td>
<td>1.52%</td>
<td>71.90%</td>
<td>395</td>
</tr>
<tr>
<td></td>
<td>53</td>
<td>31</td>
<td>15</td>
<td>6</td>
<td>6</td>
<td>284</td>
<td></td>
</tr>
<tr>
<td>Ride in family vehicle</td>
<td>38.89%</td>
<td>18.36%</td>
<td>14.73%</td>
<td>9.66%</td>
<td>9.66%</td>
<td>8.70%</td>
<td>414</td>
</tr>
<tr>
<td></td>
<td>161</td>
<td>76</td>
<td>61</td>
<td>40</td>
<td>40</td>
<td>36</td>
<td></td>
</tr>
</tbody>
</table>
Q11 How interested are you in having your youngest student ________?

Answered: 437    Skipped: 841

- **walk to school more**
  - Extremely interested
  - Very interested
  - Moderately interested
  - Not very interested
  - Not at all interested

- **walk to the bus more**

- **bicycle to school more**

- **Extremely interested**
  - **Very interested**
  - **Moderately interested**
  - **Not very interested**
  - **Not at all interested**
<table>
<thead>
<tr>
<th></th>
<th>EXTREMELY INTERESTED</th>
<th>VERY INTERESTED</th>
<th>MODERATELY INTERESTED</th>
<th>NOT VERY INTERESTED</th>
<th>NOT AT ALL INTERESTED</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>walk to school more</td>
<td>36.92% 158</td>
<td>14.72% 63</td>
<td>13.32% 57</td>
<td>9.58% 41</td>
<td>25.47% 109</td>
<td>428</td>
</tr>
<tr>
<td>walk to the bus more</td>
<td>14.39% 58</td>
<td>10.42% 42</td>
<td>11.66% 47</td>
<td>12.66% 51</td>
<td>50.87% 205</td>
<td>403</td>
</tr>
<tr>
<td>bicycle to school more</td>
<td>24.06% 102</td>
<td>13.92% 59</td>
<td>15.80% 67</td>
<td>9.67% 41</td>
<td>36.56% 155</td>
<td>424</td>
</tr>
</tbody>
</table>
Q12 If physical factors keep your youngest student from walking or biking to/from school, which of the following best describes the reason? (check all that apply)

Answered: 436  Skipped: 842

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal ability</td>
<td>10.32%</td>
</tr>
<tr>
<td>Distance/hills</td>
<td>41.51%</td>
</tr>
<tr>
<td>Weather/ climate</td>
<td>34.86%</td>
</tr>
<tr>
<td>Not applicable</td>
<td>29.36%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>27.75%</td>
</tr>
</tbody>
</table>

Total Respondents: 436
Q13 If social reasons keep your youngest student from walking or biking to/from school, which of the following best describes the reason? (check all that apply)

Answered: 437  Skipped: 841

**ANSWER CHOICES** | **RESPONSES**
--- | ---
Convenience (and speed) of driving | 34.32% 150
Before/after school activities | 25.63% 112
Concerns about crime | 15.33% 67
Personal safety from other roadway users | 58.58% 256
Work schedule or work responsibilities | 14.65% 64
Lack of interest | 5.72% 25
No access to a bike | 1.83% 8
Not applicable | 21.05% 92
Other (please specify) | 10.53% 46

Total Respondents: 437
Q14 If the following street and sidewalk features were improved, how likely would your youngest student walk or bike to/ from school more?

Answered: 423  Skipped: 855

- Better street lighting
- More connected sidewalks
- Safer crosswalks...
- Accessible ramps at...
Routing information...

More on-street bike lanes...

More protected bike lanes...

Slower traffic speeds
Availability of bike rack...
Access to a bike
Access to an electric bike
An organized group of kids...
Pedestrian or bicycle safe...

Police presence

Personal safety...

Extremely likely
Very likely
Moderately likely
Not very likely
Not at all likely
### Safe and Active Transportation

<table>
<thead>
<tr>
<th>Feature</th>
<th>EXTREMELY LIKELY</th>
<th>VERY LIKELY</th>
<th>MODERATELY LIKELY</th>
<th>NOT VERY LIKELY</th>
<th>NOT AT ALL LIKELY</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Better street lighting</td>
<td>19.02%</td>
<td>14.15%</td>
<td>23.90%</td>
<td>15.61%</td>
<td>27.32%</td>
<td>410</td>
</tr>
<tr>
<td>More connected sidewalks</td>
<td>38.22%</td>
<td>14.42%</td>
<td>19.23%</td>
<td>7.93%</td>
<td>20.19%</td>
<td>416</td>
</tr>
<tr>
<td>Safer crosswalks (such as flashing lights)</td>
<td>39.61%</td>
<td>13.77%</td>
<td>18.12%</td>
<td>8.94%</td>
<td>19.57%</td>
<td>414</td>
</tr>
<tr>
<td>Accessible ramps at intersections</td>
<td>12.87%</td>
<td>10.15%</td>
<td>18.81%</td>
<td>19.06%</td>
<td>39.11%</td>
<td>404</td>
</tr>
<tr>
<td>Routing information and signage</td>
<td>8.48%</td>
<td>6.48%</td>
<td>21.45%</td>
<td>21.20%</td>
<td>42.39%</td>
<td>401</td>
</tr>
<tr>
<td>More on-street bike lanes (separated by a painted line)</td>
<td>12.59%</td>
<td>11.38%</td>
<td>17.68%</td>
<td>18.64%</td>
<td>39.71%</td>
<td>413</td>
</tr>
<tr>
<td>More protected bike lanes (separated by planter strips or curbs)</td>
<td>31.96%</td>
<td>12.11%</td>
<td>15.74%</td>
<td>9.20%</td>
<td>30.99%</td>
<td>404</td>
</tr>
<tr>
<td>Slower traffic speeds</td>
<td>21.57%</td>
<td>17.74%</td>
<td>20.10%</td>
<td>13.09%</td>
<td>34.57%</td>
<td>408</td>
</tr>
<tr>
<td>Availability of bike racks at school</td>
<td>15.31%</td>
<td>17.04%</td>
<td>20.00%</td>
<td>13.09%</td>
<td>34.57%</td>
<td>405</td>
</tr>
<tr>
<td>Access to a bike</td>
<td>6.63%</td>
<td>15.82%</td>
<td>17.09%</td>
<td>54.34%</td>
<td>392</td>
<td></td>
</tr>
<tr>
<td>Access to an electric bike</td>
<td>6.47%</td>
<td>12.44%</td>
<td>15.42%</td>
<td>58.71%</td>
<td>402</td>
<td></td>
</tr>
<tr>
<td>An organized group of kids/ adults walking or biking together</td>
<td>25.12%</td>
<td>18.36%</td>
<td>21.26%</td>
<td>8.45%</td>
<td>26.81%</td>
<td>414</td>
</tr>
<tr>
<td>Pedestrian or bicycle safety education</td>
<td>14.07%</td>
<td>12.59%</td>
<td>20.00%</td>
<td>17.28%</td>
<td>36.05%</td>
<td>405</td>
</tr>
<tr>
<td>Police presence</td>
<td>20.15%</td>
<td>16.71%</td>
<td>21.87%</td>
<td>12.53%</td>
<td>28.75%</td>
<td>407</td>
</tr>
<tr>
<td>Personal safety incentives</td>
<td>17.37%</td>
<td>16.38%</td>
<td>21.09%</td>
<td>12.41%</td>
<td>32.75%</td>
<td>403</td>
</tr>
</tbody>
</table>
Q15 Rank the following factors from highest to lowest impact on what is keeping your youngest student from walking or biking to/from school more? (1 is highest impact)

Answered: 421  Skipped: 857

<table>
<thead>
<tr>
<th>Factor</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>TOTAL</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical factor like personal ability, distance/hills, weather/climate</td>
<td>40.60%</td>
<td>27.82%</td>
<td>31.58%</td>
<td>399</td>
<td>2.09</td>
</tr>
<tr>
<td>Social reasons like convenience of driving, caring for children or elderly, or personal safety from crime</td>
<td>22.39%</td>
<td>47.26%</td>
<td>30.35%</td>
<td>402</td>
<td>1.92</td>
</tr>
<tr>
<td>Inadequate street and sidewalk features like absence of sidewalks or bike lanes</td>
<td>38.65%</td>
<td>24.15%</td>
<td>37.20%</td>
<td>414</td>
<td>2.01</td>
</tr>
</tbody>
</table>
Q16 What is the farthest your youngest student would walk to/from school?

Answered: 437   Skipped: 841
### Safe and Active Transportation

#### Not at All

<table>
<thead>
<tr>
<th>Distance</th>
<th>1/4 Mile</th>
<th>1/2 Mile</th>
<th>3/4 Mile</th>
<th>1 Mile</th>
<th>1 &amp; 1/4 Mile</th>
<th>1 &amp; 1/2 Mile</th>
<th>1 &amp; 3/4 Mile</th>
<th>2+ Miles</th>
<th>Total</th>
<th>Weighted Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary school age (K-5th grade)</td>
<td>8.52%</td>
<td>14.84%</td>
<td>29.40%</td>
<td>13.46%</td>
<td>25.00%</td>
<td>3.57%</td>
<td>2.47%</td>
<td>0.00%</td>
<td>2.75%</td>
<td>364</td>
</tr>
<tr>
<td>Middle school age (6th-8th grade)</td>
<td>7.67%</td>
<td>6.07%</td>
<td>10.54%</td>
<td>13.74%</td>
<td>33.23%</td>
<td>7.35%</td>
<td>8.95%</td>
<td>2.88%</td>
<td>9.58%</td>
<td>313</td>
</tr>
<tr>
<td>High school (9th-12th grade)</td>
<td>10.19%</td>
<td>3.09%</td>
<td>9.57%</td>
<td>5.86%</td>
<td>27.78%</td>
<td>7.72%</td>
<td>15.43%</td>
<td>1.54%</td>
<td>18.83%</td>
<td>324</td>
</tr>
</tbody>
</table>
Q17 What is the farthest your youngest student would bike to/from school?

Answered: 432  Skipped: 846
<table>
<thead>
<tr>
<th>NOT AT ALL</th>
<th>1/4 MILE</th>
<th>1/2 MILE</th>
<th>3/4 MILE</th>
<th>1 MILE</th>
<th>1 &amp; 1/4 MILE</th>
<th>1 &amp; 1/2 MILE</th>
<th>1 &amp; 3/4 MILE</th>
<th>2+ MILES</th>
<th>TOTAL</th>
<th>WEIGHTED AVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary school age (K-5th grade)</td>
<td>20.72%</td>
<td>6.91%</td>
<td>16.02%</td>
<td>10.50%</td>
<td>23.48%</td>
<td>2.49%</td>
<td>4.70%</td>
<td>0.83%</td>
<td>14.36%</td>
<td>362</td>
</tr>
<tr>
<td>Middle school age (6th-8th grade)</td>
<td>17.48%</td>
<td>2.59%</td>
<td>5.18%</td>
<td>3.88%</td>
<td>21.68%</td>
<td>4.85%</td>
<td>12.30%</td>
<td>2.27%</td>
<td>29.77%</td>
<td>309</td>
</tr>
<tr>
<td>High school age (9th-12th grade)</td>
<td>21.81%</td>
<td>0.93%</td>
<td>3.12%</td>
<td>2.18%</td>
<td>10.28%</td>
<td>3.12%</td>
<td>8.10%</td>
<td>2.18%</td>
<td>48.29%</td>
<td>321</td>
</tr>
</tbody>
</table>
Q18 Please identify the following transportation improvements you think are most important for the City to focus on. (check all that apply)

Answered: 1,195   Skipped: 83

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve walk and bike connectivity and safety</td>
<td>74.56%</td>
</tr>
<tr>
<td>Help buses move faster</td>
<td>39.08%</td>
</tr>
<tr>
<td>Focus on improving options for the first or last mile to transit (walk, bike, ride share, other programs/services)</td>
<td>35.73%</td>
</tr>
<tr>
<td>Focus on creating safer routes to school (sidewalks, crosswalks, slowing traffic speeds, street lighting)</td>
<td>51.13%</td>
</tr>
<tr>
<td>Optimize signal timing for traffic to move more efficiently</td>
<td>51.05%</td>
</tr>
<tr>
<td>Education about traffic safety through communication and neighborhood engagement</td>
<td>13.72%</td>
</tr>
<tr>
<td>Auto camera enforcement or police enforcement near schools</td>
<td>20.25%</td>
</tr>
<tr>
<td>Increased police enforcement at intersections / corridors with the most crashes / speeding</td>
<td>32.89%</td>
</tr>
</tbody>
</table>

Total Respondents: 1,195
Q19 Please check all that apply. (Optional)

Answered: 1,200   Skipped: 78

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>I live in Kirkland</td>
<td>89.58%</td>
</tr>
<tr>
<td></td>
<td>1,075</td>
</tr>
<tr>
<td>I work in Kirkland</td>
<td>26.75%</td>
</tr>
<tr>
<td></td>
<td>321</td>
</tr>
<tr>
<td>I attend school in...</td>
<td>7.00%</td>
</tr>
<tr>
<td></td>
<td>84</td>
</tr>
<tr>
<td>I visit Kirkland</td>
<td>13.75%</td>
</tr>
<tr>
<td></td>
<td>165</td>
</tr>
<tr>
<td>Total Respondents: 1,200</td>
<td></td>
</tr>
</tbody>
</table>
**Q20 What is your age? (Optional)**

Answered: 1,175   Skipped: 103

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
<td>1.02%</td>
</tr>
<tr>
<td>18-24</td>
<td>2.21%</td>
</tr>
<tr>
<td>25-34</td>
<td>12.09%</td>
</tr>
<tr>
<td>35-44</td>
<td>21.87%</td>
</tr>
<tr>
<td>45-54</td>
<td>23.74%</td>
</tr>
<tr>
<td>55-64</td>
<td>20.17%</td>
</tr>
<tr>
<td>65+</td>
<td>18.89%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,175</strong></td>
</tr>
</tbody>
</table>
Q21 Which gender do you identify with? (Optional)

Answered: 1,168   Skipped: 110

**Gender**

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>42.47%</td>
</tr>
<tr>
<td>Female</td>
<td>55.99%</td>
</tr>
<tr>
<td>Gender Non-Binary</td>
<td>0.77%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>0.77%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
</tr>
</tbody>
</table>
Q22 How do you identify? Please select all that apply. (Optional)

Answered: 1,166  Skipped: 112

**ANSWER CHOICES** | **RESPONSES**
--- | ---
American Indian or Alaskan Native | 1.11% | 13
Asian | 7.12% | 83
Black or African American | 1.37% | 16
Hispanic or Latino | 2.83% | 33
Native Hawaiian or Other Pacific Islander | 0.69% | 8
White | 81.13% | 946
Prefer not to answer | 9.18% | 107
Other (please specify) | 2.06% | 24

Total Respondents: 1,166
Q23 Do you experience a disability or other condition that affects your choice to walk or bike? Please select all that apply. (Optional)

Answered: 1,164   Skipped: 114

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sight impairment</td>
<td>1.72%</td>
</tr>
<tr>
<td>Hearing impairment</td>
<td>1.63%</td>
</tr>
<tr>
<td>Require a mobility device</td>
<td>0.52%</td>
</tr>
<tr>
<td>Physical mobility limitations</td>
<td>8.08%</td>
</tr>
<tr>
<td>Psychological or emotional condition</td>
<td>1.72%</td>
</tr>
<tr>
<td>None</td>
<td>86.51%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>2.58%</td>
</tr>
</tbody>
</table>

Total Respondents: 1,164
Q24 What is your zip code? (Optional)

Answered: 1,170  Skipped: 108

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>98033</td>
<td>57.09%</td>
</tr>
<tr>
<td>98034</td>
<td>34.53%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>8.80%</td>
</tr>
<tr>
<td>Total Respondents: 1,170</td>
<td></td>
</tr>
</tbody>
</table>

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
<table>
<thead>
<tr>
<th>Number</th>
<th>Type</th>
<th>Street</th>
<th>Start</th>
<th>End</th>
<th>Length Feet</th>
<th>Side of Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>BT 01</td>
<td>Connection</td>
<td>NE 65th St</td>
<td>128th Ave NE</td>
<td>130th Ave NE</td>
<td>614</td>
<td></td>
</tr>
<tr>
<td>BT 02</td>
<td>Sidewalk</td>
<td>NE 65th St</td>
<td>122nd Ave NE</td>
<td>124th Ave NE</td>
<td>571</td>
<td>South</td>
</tr>
<tr>
<td>BT 03</td>
<td>Sidewalk</td>
<td>116th Ave NE</td>
<td>Approximately 6300 Block</td>
<td></td>
<td>1135</td>
<td>West</td>
</tr>
<tr>
<td>BT 04</td>
<td>Enhanced crosswalk lighting</td>
<td>NE 60th St</td>
<td>125th Ln NE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CH 01</td>
<td>Sidewalk</td>
<td>112th Ave NE</td>
<td>NE 65th St</td>
<td>NE 68th St</td>
<td>510</td>
<td>East</td>
</tr>
<tr>
<td>CH 02</td>
<td>Enhanced crossing</td>
<td>108th Ave NE</td>
<td>North of NE 55th St</td>
<td>North</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CH 03</td>
<td>Enhanced crosswalk lighting</td>
<td>108th Ave NE</td>
<td>NE 44th St</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CH 04</td>
<td>Enhanced crosswalk lighting</td>
<td>108th Ave NE</td>
<td>NE 60th St</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CH 05</td>
<td>Sidewalk</td>
<td>111th Ave NE</td>
<td>NE 60th St</td>
<td>NE 62nd St</td>
<td>308</td>
<td>West</td>
</tr>
<tr>
<td>EH 01</td>
<td>Enhanced crossing</td>
<td>NE 132nd Street</td>
<td>129th Pl NE</td>
<td></td>
<td></td>
<td>West</td>
</tr>
<tr>
<td>EH 02</td>
<td>Sidewalk</td>
<td>NE 140th St</td>
<td>131st Ave NE</td>
<td>124th Ave NE</td>
<td>1402</td>
<td>South</td>
</tr>
<tr>
<td>EH 03</td>
<td>Sidewalk</td>
<td>132nd Ave NE</td>
<td>North of NE 142nd Pl</td>
<td>NE 143rd Pl</td>
<td>431</td>
<td>East</td>
</tr>
<tr>
<td>EH 04</td>
<td>Sidewalk</td>
<td>NE 140th St</td>
<td>124th Ave NE</td>
<td>132nd Ave NE</td>
<td>2757</td>
<td>North</td>
</tr>
<tr>
<td>EH 05</td>
<td>Sidewalk</td>
<td>124th Ave NE</td>
<td>NE 145th St</td>
<td>City Limits</td>
<td>1386</td>
<td>West</td>
</tr>
<tr>
<td>EH 06</td>
<td>Enhanced crosswalk lighting</td>
<td>NE 140th St</td>
<td>129th Pl NE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EH 07</td>
<td>Enhanced crosswalk lighting</td>
<td>NE 144th St</td>
<td>126th Ave NE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EH 08</td>
<td>Enhanced crosswalk lighting</td>
<td>NE 140th St</td>
<td>126th Ave NE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EH 09</td>
<td>Enhanced crossing</td>
<td>124th Ave NE</td>
<td>NE 134th Pl</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EH 10</td>
<td>Enhanced crossing</td>
<td>124th Ave NE</td>
<td>NE 143rd St</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EV 01</td>
<td>Sidewalk</td>
<td>Railroad St</td>
<td>8th St S</td>
<td>Kirkland Ave</td>
<td>673</td>
<td>South</td>
</tr>
<tr>
<td>EV 02</td>
<td>Sidewalk</td>
<td>9th Ave</td>
<td>8th St S</td>
<td>7th St S</td>
<td>206</td>
<td>North</td>
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<td>126th Ave NE</td>
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