



**CITY OF KIRKLAND**  
**City Manager's Office**  
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## 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.

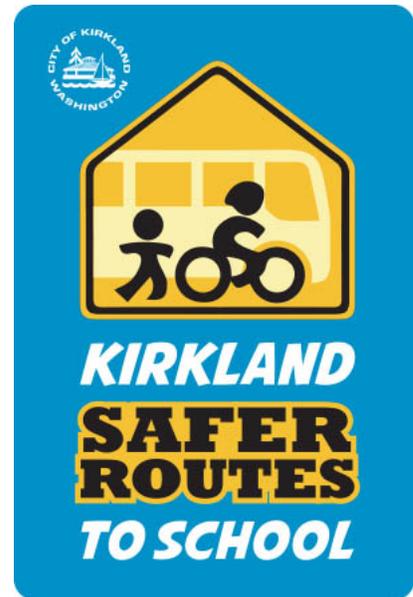
To address these issues, the City Council adopted the following 2019-2020 Work Program item:

*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**

<b>Project Description</b>	<b>School</b>	<b>Linear Feet</b>	<b>Cost</b>
<b>2019 Program</b>			
111th Avenue Northeast (west side), from Northeast 100th to 104th streets	Peter Kirk	700	
Northeast 104th Street (south side), from 132nd to 126th avenues northeast	Mark Twain	1,700	
126th Avenue Northeast (west side), from Northeast 90th to Northeast 94th streets	Mark Twain	580	
Northeast 95th Street (north side), from 116th to 112th avenues northeast	Peter Kirk	850	
2019 Total Cost			\$2,880,200
<b>Project Description</b>	<b>School</b>	<b>Linear Feet</b>	<b>Cost</b>
<b>2017–2018 Program</b>			
108th Avenue Northeast (east side), from Northeast 112th to 116th streets	Alexander Bell	1,200	
94th Avenue Northeast (east side), from Northeast 124th to 128th streets	Juanita	620	
2017-2019 Total Cost			\$1,168,000
<b>2016 Program</b>			
126th Avenue Northeast, from Northeast 85th Street to Northeast 90th Street	Mark Twain	800	
2016 Total Cost			\$355,000
<b>2016–2019 Programs</b>		6,450	\$4,403,200

## 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 112<sup>th</sup> Street
- 124<sup>th</sup> Avenue
- NE 110<sup>th</sup> Street
- 6<sup>th</sup> Street
- NE 85<sup>th</sup> Street
- 6<sup>th</sup> Street at Kirkland Avenue
- NE 52<sup>nd</sup> Street
- NE 132<sup>nd</sup> 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 116<sup>th</sup> Avenue NE to NE 52<sup>nd</sup> 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 108<sup>th</sup> Avenue NE to 132<sup>nd</sup> 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**

2019 Month	Public Input	Plan Development
April May June July	<ul style="list-style-type: none"> <li>• Suggest-A-Project Promotion</li> <li>• Neighborhood Meetings</li> <li>• Interest Group Meetings</li> <li>• Community Meeting at City Hall</li> <li>• Transportation Commission</li> <li>• Neighborhood Picnics</li> </ul>	<ul style="list-style-type: none"> <li>• Data input on Suggest-A-Project Map</li> <li>• Data Analysis</li> <li>• School/City Partnership Meeting</li> </ul>
August September	<ul style="list-style-type: none"> <li>• Suggest-A-Project Promotion</li> <li>• Neighborhood Picnics</li> <li>• Community Event Booth</li> <li>• Lake Washington School District Open House</li> <li>• PTSA District Board</li> <li>• Transportation Commission</li> </ul>	
October November December	<ul style="list-style-type: none"> <li>• Suggest-A-Project Promotion</li> <li>• Walk and Bike to School Month</li> <li>• Community Meeting at City Hall</li> <li>• Neighborhood Meetings</li> <li>• Safe and Active Transportation Plan Online Survey</li> </ul>	<ul style="list-style-type: none"> <li>• Data analysis</li> <li>• Toole Design Contract for Engineering Services</li> </ul>

**2020:** 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**

<b>Date</b>	<b>Neighborhood</b>
<b>March</b>	
Monday, 9th	Moss Bay
Monday, 9th	Juanita Neighborhoods
Tuesday, 10th	Central Houghton
Tuesday, 10th	S. Rose Hill/Bridle Trails
Wednesday, 11th	Kirkland Alliance of Neighborhoods
Monday, 16th	North Rose Hill
Wednesday, 18th	Evergreen Hill
Wednesday, 18th	Highlands
Wednesday, 18th	Market
Tuesday, 24th	Everest
Saturday, 28th	Safe and Active Transportation Summit (10:00 AM to 1:00 PM)
<b>April</b>	
Wednesday, 1st	Finn Hill
Wednesday, 1st	Norkirk

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**

2020 Month	Public Input	Plan Development
January February	<ul style="list-style-type: none"> <li>• Online Safe and Active Transportation Survey</li> <li>• Transportation Commission</li> <li>• Schedule Neighborhood Meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Toole Design (consultant)</li> <li>• Engineering Analysis</li> <li>• Data Analysis</li> <li>• Meetings with Police Department (Traffic, Neighborhood Resource Officer, School Resource Officers)</li> </ul>
March April	<ul style="list-style-type: none"> <li>• <del>Neighborhood Meetings</del> (cancelled)</li> <li>• <del>Safe and Active Transportation Summit</del> (cancelled)</li> </ul>	<ul style="list-style-type: none"> <li>• Refine Walk Recommendations and Prioritization Criteria</li> <li>• Draft Action Plans</li> <li>• Develop Interactive Map</li> <li>• City Council update</li> </ul>
May June July	<ul style="list-style-type: none"> <li>• Public comment on draft Walk Recommendations via Interactive Map</li> <li>• Finalize Walk Recommendation Interactive Map</li> </ul>	<ul style="list-style-type: none"> <li>• Edit Draft Action Plans</li> <li>• Incorporate public input scores into Walk Recommendation priorities</li> <li>• Finalize Walk Recommendations and priorities</li> <li>• Develop cost estimates for top priorities</li> </ul>

**Table 4: Planned 2020 Timeline, *continued***

2020 Month	Public Input	Plan Development
August		<ul style="list-style-type: none"> <li>City Council Presentation of Final Walk Recommendations</li> </ul>
September-December	<ul style="list-style-type: none"> <li>Set walk, bike and bus targets</li> <li>Test incentives</li> </ul>	<ul style="list-style-type: none"> <li>Speed Study</li> <li>Circulation Study</li> <li>Finalize Action Plan Elements:               <ul style="list-style-type: none"> <li>Education</li> <li>Encouragement</li> <li>Enforcement</li> <li>Equity</li> <li>Evaluation</li> </ul> </li> </ul>

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**

Events	Quantity	*Attendance
<b>Neighborhood Association Meetings</b> <i>Highlands, Moss Bay, Juanita, South Rose Hill/Bridle Trails, Central Houghton, North Rose Hill, Everest, Norkirk, Evergreen Hill, Market, Finn Hill</i>	22	460
<b>Walk and Bike to School Month Events</b> <i>Twain, Kirk, Sandberg, Keller, Thoreau, Rose Hill, Juanita, Bell, Franklin, Lakeview</i>	9	**550
<b>Community Event Booth Experiences</b> <i>Crossing Kirkland, Google Lights, Neighborhood Picnics, Lake Washington School District Special Needs Expo, Lake Washington School District New Parent Open House</i>	8	***650

**Table 5: Outreach Tools, *continued***

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

\*Total number of people that were present at a meeting or with whom staff interacted.

\*\*Estimated number of parents and students doing an interactive exercise about why students like to walk or bike to school.

\*\*\*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\***

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

\*Metrics current as of April 6, 2020. A second round of outreach is occurring at the time of writing.

\*\*"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?

Answer Choices	Responses	Percent
Yes	490	38.34%
No	788	61.66%
Answered	1278	

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)

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

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**

Request Type	Number	Percent
Walk	489	50%
Drive	277	28%
Blanks	77	8%
Maintenance	42	4%
Bike	34	3%
Parks	25	3%
Other	14	1%
Operations	12	1%
ADA	10	1%
Ride Transit	2	0%

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**

Status	Percent
Funded (Capital Improvement Program)	20%
Unfunded (Capital Improvement Program)	8%
Complete	10%
Operations & Maintenance	27%
Not funded	35%

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 132<sup>nd</sup> Street and 136<sup>th</sup> Avenue NE). Both of these projects have been addressed: Kirkland Way and Railroad Avenue completed by the Neighborhood Safety Program, and [NE 132<sup>nd</sup> Street and 136<sup>th</sup> 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**

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

\*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 6<sup>th</sup> Street, Juanita Drive Multi-modal Improvements, 100<sup>th</sup> Avenue NE Roadway Improvements).
- Bus Rapid Transit Station multi-modal connections between downtown and the I-405/NE 85<sup>th</sup> 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:
  - o Neighborhood Plans
  - o Unfunded projects in the Capital Improvement Program
  - o Transportation Master Plan
  - o Cross Kirkland Corridor Master Plan
- Access to Metro and Lake Washington School District bus stops.
- 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 84<sup>th</sup> Avenue NE and 87<sup>th</sup> 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 12: Active Transportation Plan Goal - Remaining Projects**

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

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.

- 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.

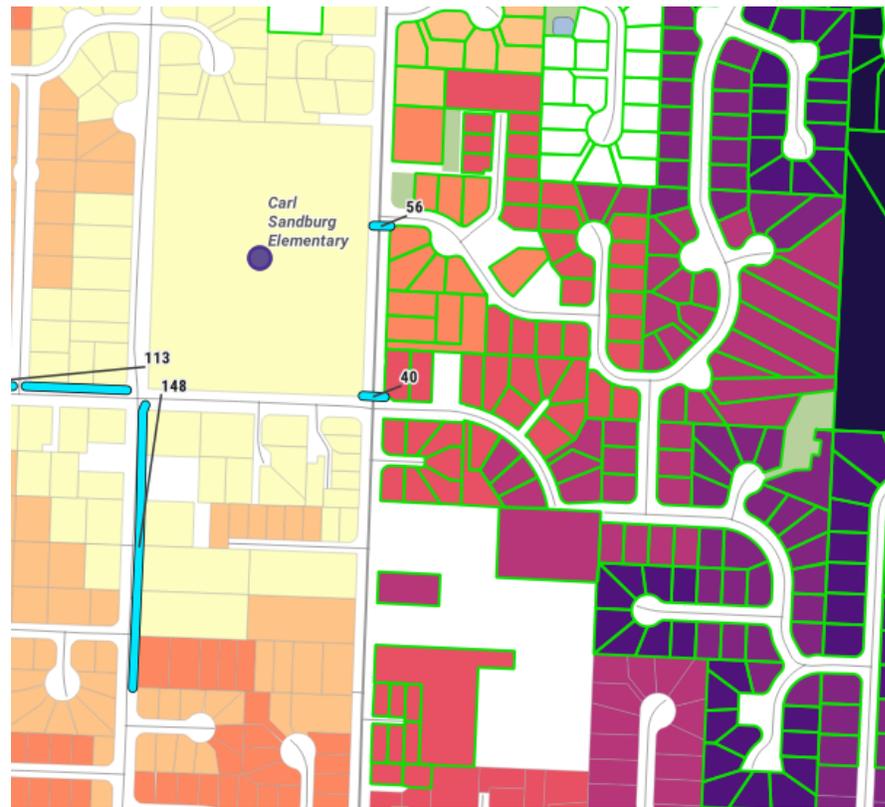
**Table 13: Suggest-a-Projects & Walk Recommendations in Action Plans**

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

- 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 84<sup>th</sup> 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, PTSA's, 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 PTSA's 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**

<b>Why do you like to walk or bike to school or the bus?</b>	<b># of dots</b>
It's fun	217
I like the fresh air	175
I get to exercise	136
It feels good	65
Makes me feel ready to learn	49
Others	15
<b>Why do you like to walk or bike to school or the bus?</b>	
Improvements were made to sidewalks, bikeways, crosswalks, or lighting	113
Neighbors met up to walk or bike together (with adult supervision)	106
Speeds of cars are reduced	72
Awards are given to those who walked and biked	58
Others (nothing because it is too far to walk, the weather is too bad, or hills are too high)	44
Crime is reduced	38
Other	25
Changes are made in my family's flexibility - like work schedule or after school activities	31

**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.

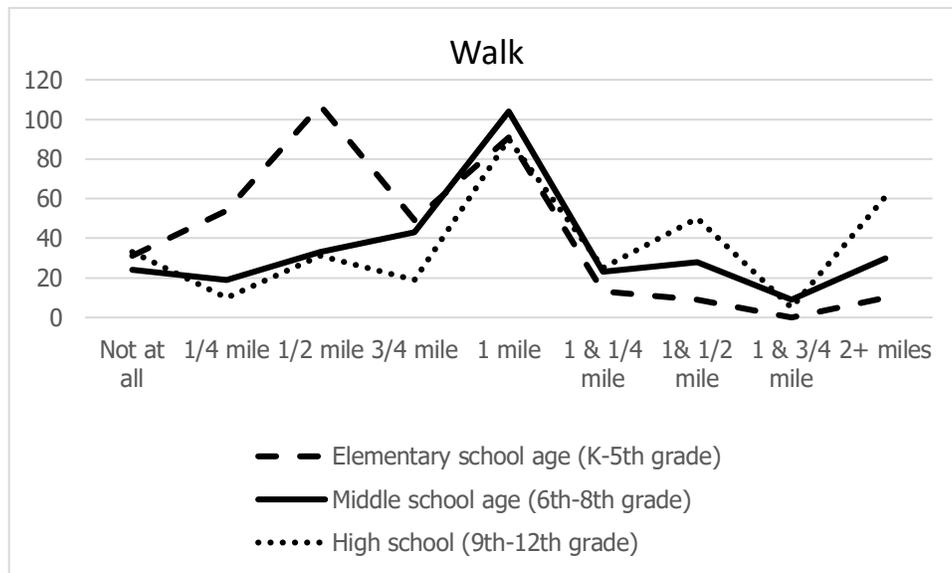
Given Governor Jay Inslee's recent orders related to school closures, there will not be a Bike to School Month in May. However, efforts will resume after schools are back in session.

**C. Safe and Active Transportation Survey**

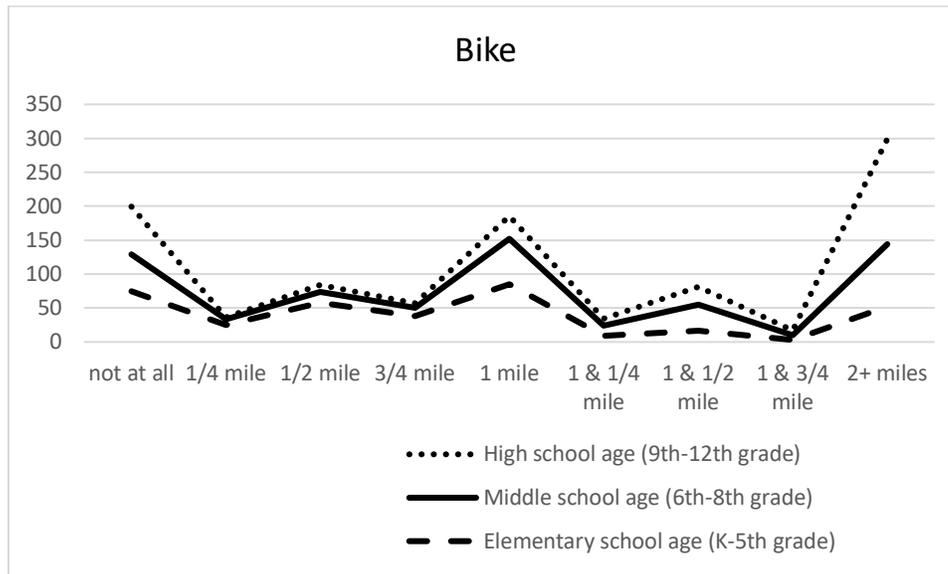
The complete analysis of the online survey results will be done later this spring. Below is a "top line" listing of the results as background. See Attachment C for the raw survey data.

- 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

- School bus: 22% said every day or most but not all days
- Family vehicle: 57% said every day or most but not all days
- How interested are you in having your youngest student \_\_\_\_\_? (*Question 11*)
  - Walk to school more: 52% said extremely to very interested
  - Bus to school more: 25% said extremely to very interested
  - 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*)
  - Distance/hill or weather/climate: 76%
  - 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*)
  - Personal safety from other roadway users: 58%
  - 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*)
  - Safer crosswalks (such as flashing lights): 53% said extremely or very likely
  - More connected sidewalks: 53% said extremely or very likely
  - More protected bike lanes: 44% said extremely or very likely
  - Organized group of kids/adults walking or biking together: 43% said extremely or very likely
  - 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 findings 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 65<sup>th</sup> Street and 112<sup>th</sup> 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
  - Carpools
  - Walking school busses
  - Bike trains
- Walk and bike to school promotional months

- Walking and biking maps for all schools including (but not limited to):
  - Sidewalks
  - Signalized crosswalks
  - Rapid Flashing Beacons
  - Park and walk locations
  - Bus stop locations
  - 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**

<b>School</b>	<b>Upcoming Speed Study Street</b>
Thoreau Elementary	84 <sup>th</sup> Avenue NE
Sandburg Elementary	84 <sup>th</sup> Avenue NE
Juanita Elementary	NE 132 <sup>nd</sup> Street
Twain Elementary	NE 95 <sup>th</sup> Street
Ben Franklin Elementary	NE 60 Street
Lakeview Elementary	State Street
Peter Kirk Elementary	6 <sup>th</sup> Street
AG Bell Elementary	NE 112 <sup>th</sup> Street
Keller Elementary	108 <sup>th</sup> Avenue NE
Frost Elementary	NE 140 <sup>th</sup> Street
Kirkland Middle	NE 18 <sup>th</sup> Street
Finn Hill Middle	84 <sup>th</sup> Avenue NE
Rose Hill Elementary	NE 80 <sup>th</sup> Street
Muir Elementary & Kamiakin Middle	132 <sup>nd</sup> Avenue NE

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**

	<b>Sept-19</b>	<b>Oct-19</b>	<b>Nov-19</b>	<b>Dec-19</b>	<b>Jan-20</b>	<b>Feb-20</b>
<b>Expenditures</b>						
Construction	\$27,319					
ATS Contract		\$9,871	\$17,000			\$1,889
Utilities	\$140	\$140	\$140	\$140	\$140	\$140
Police Staffing		\$8,873	\$8,873	\$8,873	\$8,873	\$8,873
Court Staffing		\$11,706	\$11,706	\$11,706	\$11,706	\$11,706
<i>Total Expenditures</i>	<i>\$27,459</i>	<i>\$30,590</i>	<i>\$37,719</i>	<i>\$20,719</i>	<i>\$20,719</i>	<i>\$22,608</i>
<b>Revenues</b>						
Citations		\$10,816	\$171,032	\$219,036	\$172,686	\$182,294
<i>Total Revenues</i>		<i>\$10,816</i>	<i>\$171,032</i>	<i>\$219,036</i>	<i>\$172,686</i>	<i>\$182,294</i>
<b>Council Appropriations</b>						
3/5 NMC00620 NSP*						\$123,157
<b>Program Balance</b>	<b>(\$27,459)</b>	<b>(\$47,233)</b>	<b>\$86,079</b>	<b>\$284,396</b>	<b>\$436,363</b>	<b>\$472,892</b>

\*2019 Neighborhood Safety Project: rapid flashing beacon on NE 132<sup>nd</sup> Street at 129<sup>th</sup> 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**

School Name	A % Low Income	B % Disabilities	C % Nonwhite	D % English Language Learners	A+B+C+D Combined Percentage
<b>Alternative Schools</b>					
Futures School	52%	19%	67%	0%	138%
Emerson High School	24%	47%	24%	0%	95%
Tesla	2%	3%	70%	0%	76%
Stella Schola	3%	1%	68%	1%	73%
International Community School	2%	3%	64%	0%	70%
Northstar Middle School	1%	4%	57%	1%	63%
Community School	6%	18%	24%	11%	58%
Environmental & Adventure School	5%	9%	40%	1%	55%
Discovery Community School	6%	11%	29%	7%	53%
Emerson K-12	3%	15%	18%	6%	43%

**Table 17: Equity calculation based upon School Report Cards, *continued***

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

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**

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

\*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 findings 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 21<sup>st</sup> 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

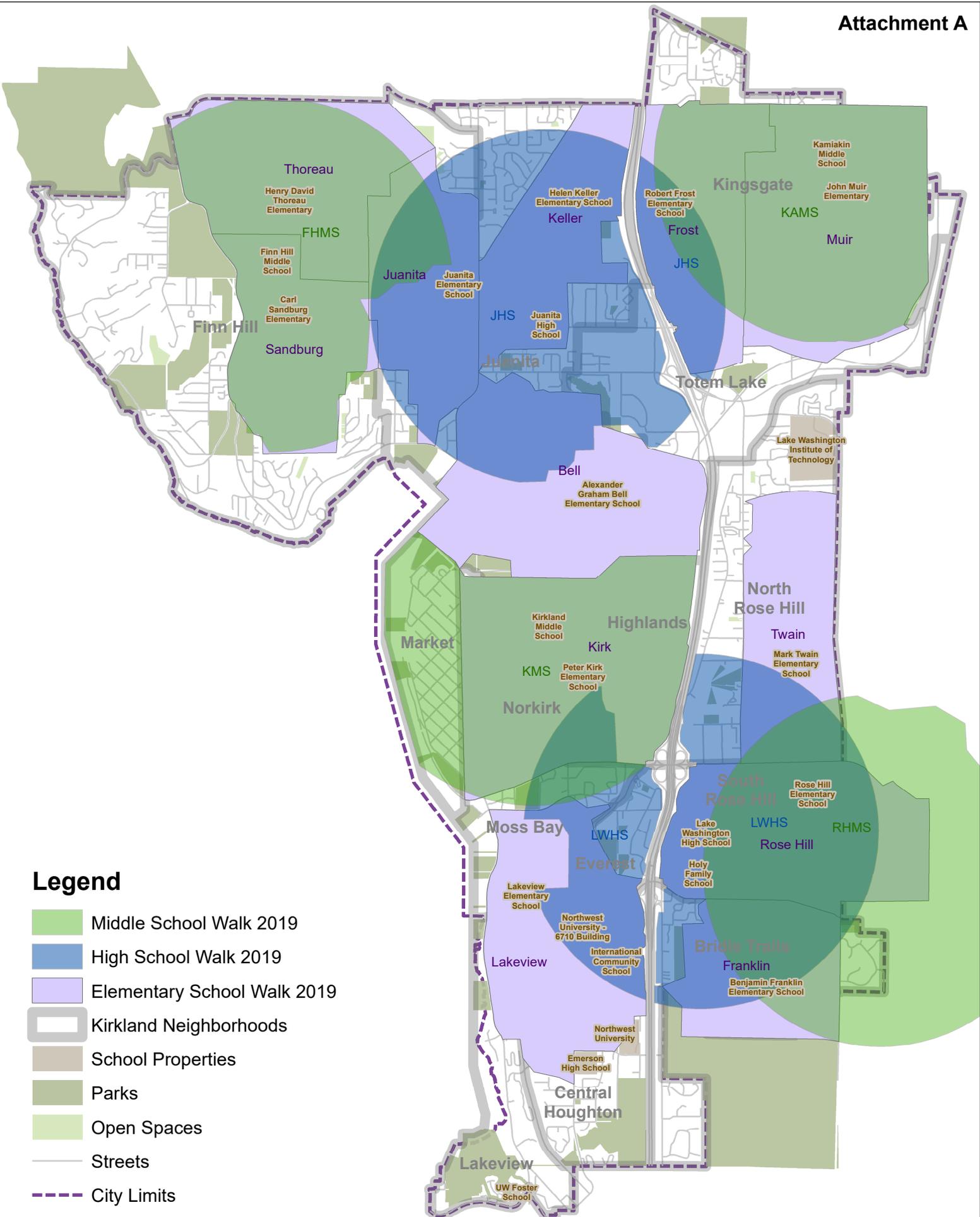
Attachment B: Sidewalks Built since 2010

Attachment C: Safe and Active Transportation Survey Results

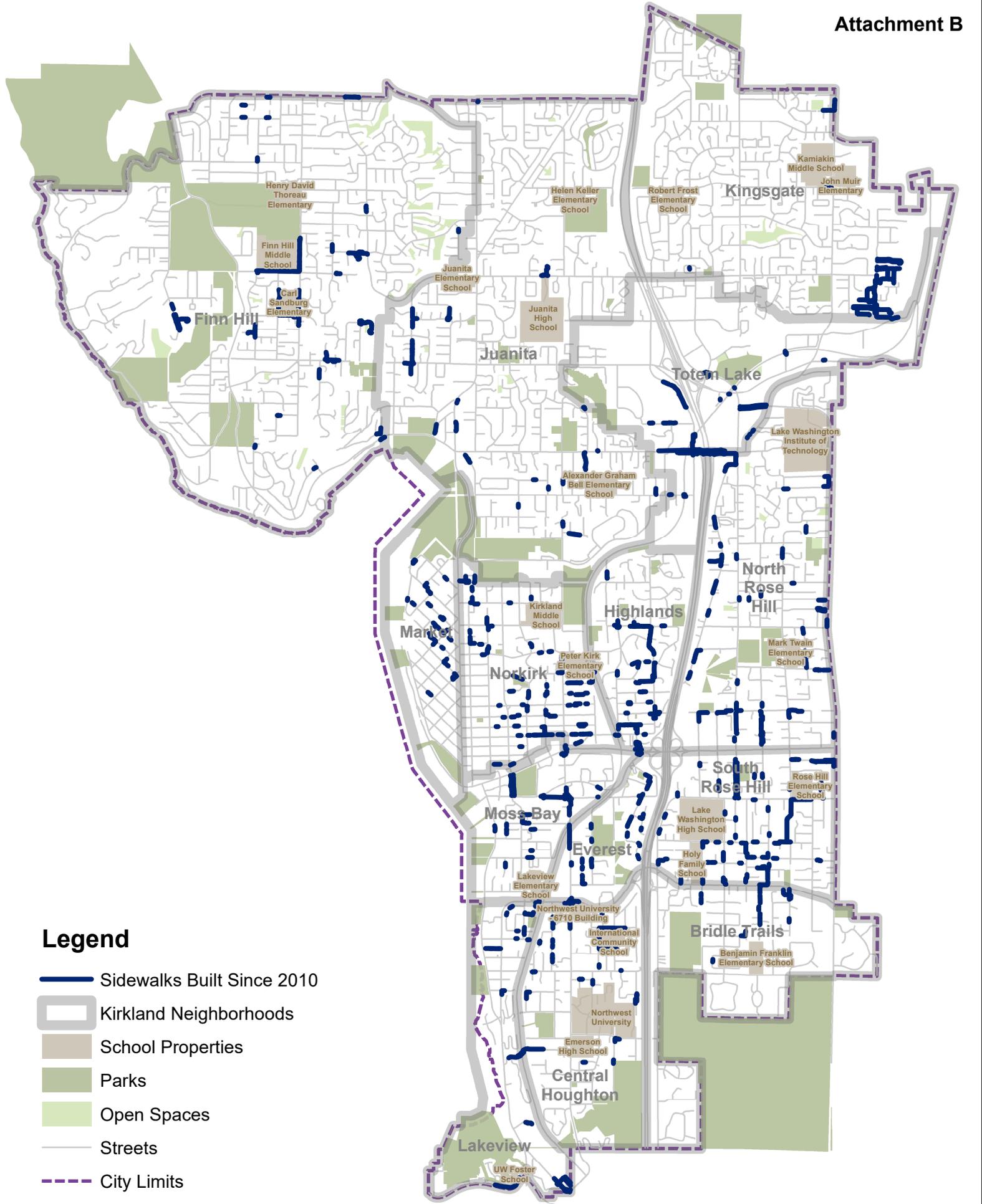
Attachment D: Walk Recommendations

Attachment E: Walk Recommendations with Suggest-a-Project

Attachment F: School Attendance Areas



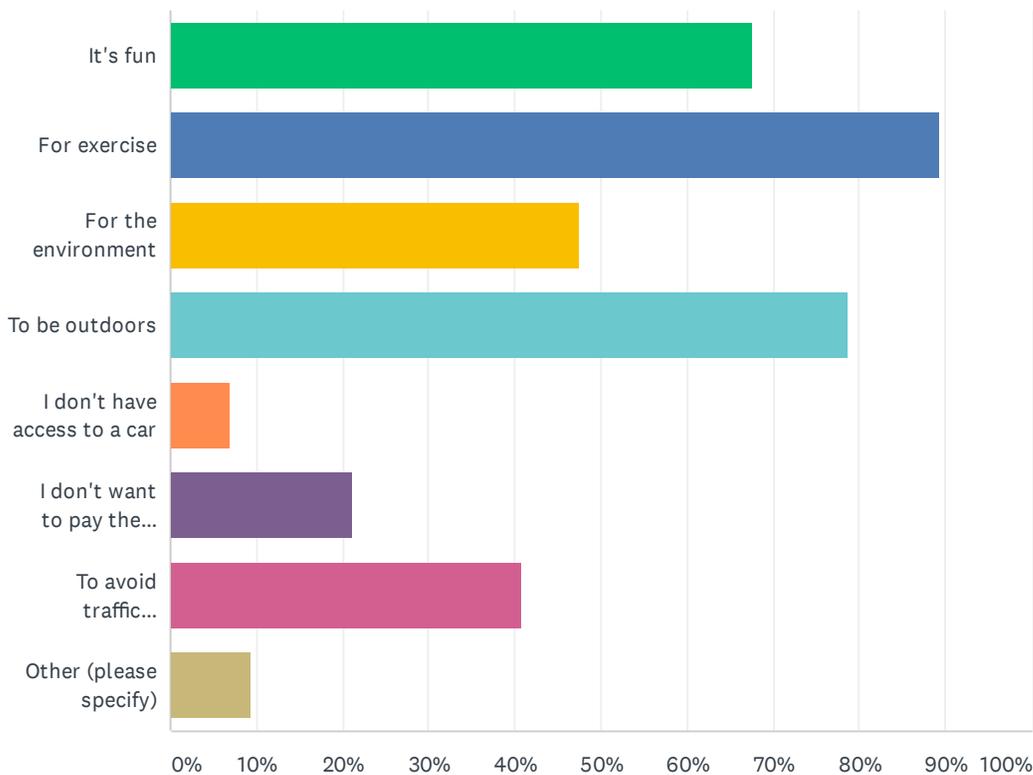
School Walk Boundaries



Sidewalks Built Since 2010

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

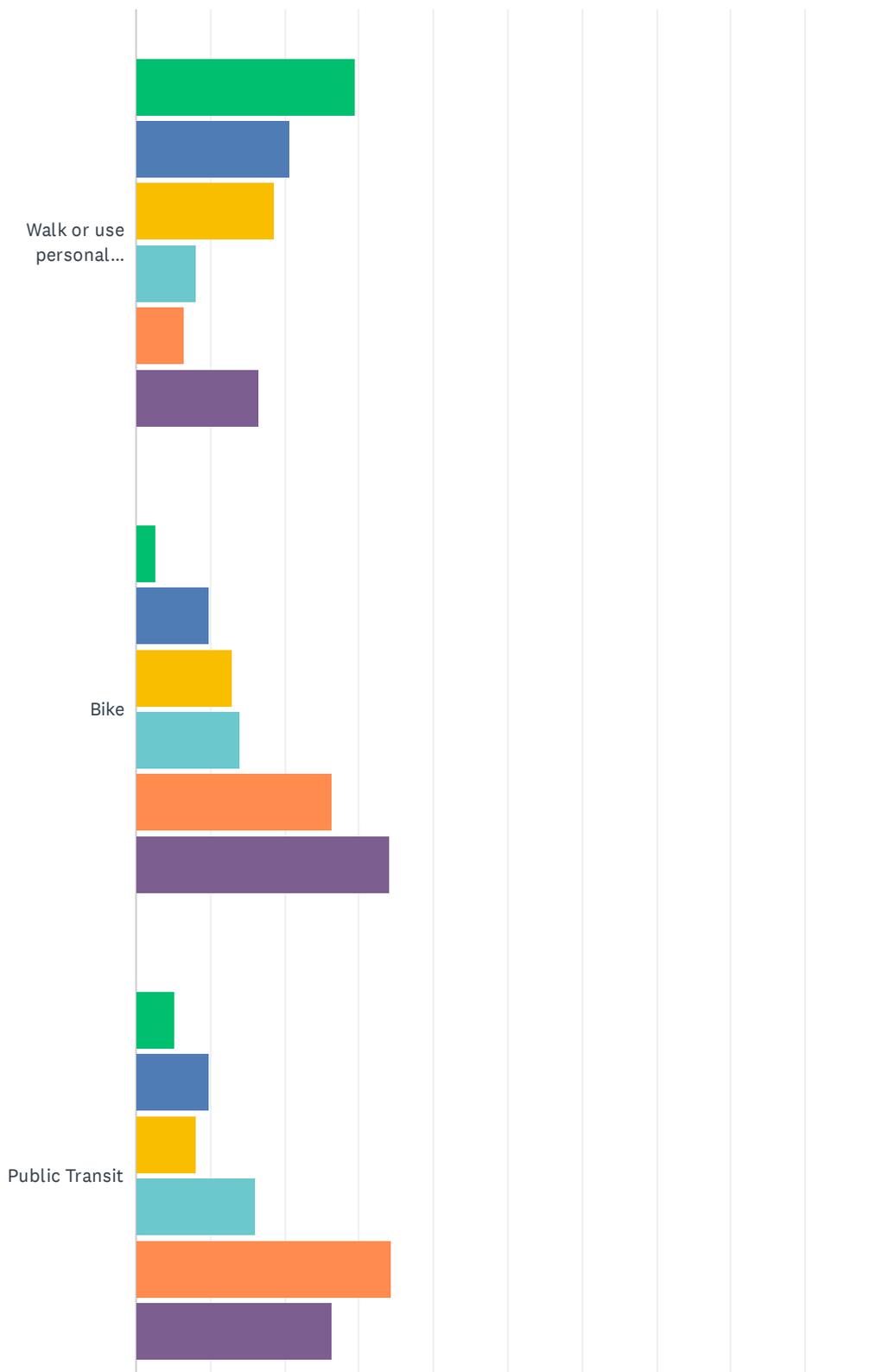
Answered: 1,270 Skipped: 8



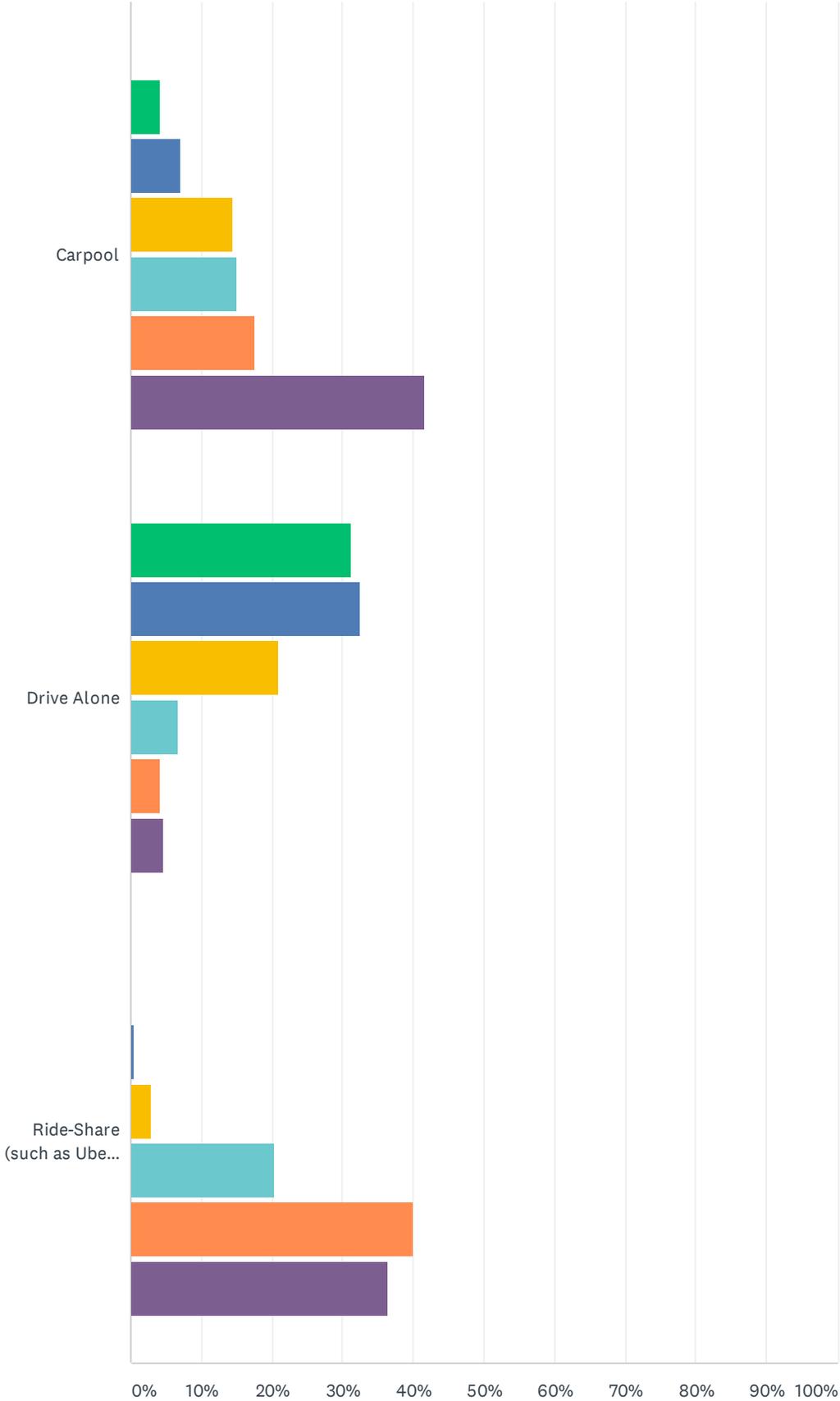
ANSWER CHOICES	RESPONSES	
It's fun	67.48%	857
For exercise	89.37%	1,135
For the environment	47.56%	604
To be outdoors	78.66%	999
I don't have access to a car	6.85%	87
I don't want to pay the expenses related to driving (parking, gas)	21.18%	269
To avoid traffic congestion	40.87%	519
Other (please specify)	9.45%	120
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



# Safe and Active Transportation



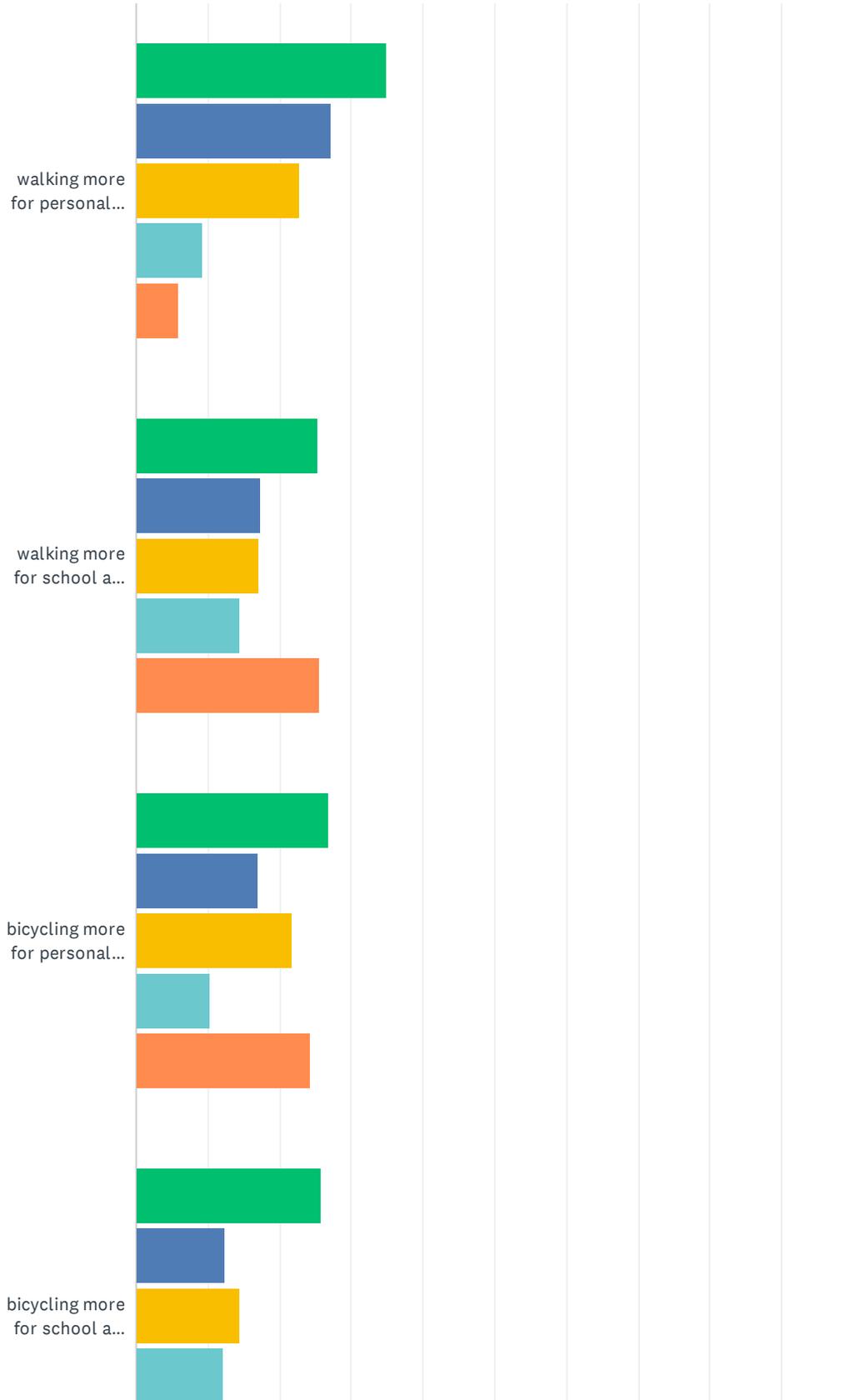
Every day    Most but not all days a week    Once or twice a week  
Once or twice a month    A few times a year    Never

## Safe and Active Transportation

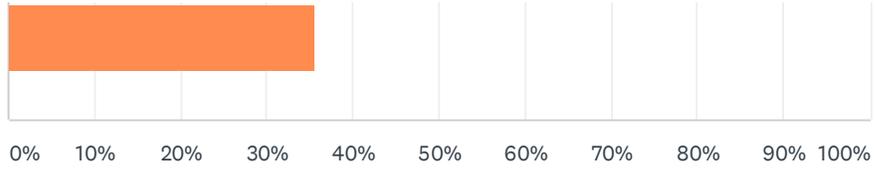
	EVERY DAY	MOST BUT NOT ALL DAYS A WEEK	ONCE OR TWICE A WEEK	ONCE OR TWICE A MONTH	A FEW TIMES A YEAR	NEVER	TOTAL	WEIGHTED AVERAGE
Walk or use personal mobility device, such as a wheelchair	29.44% 348	20.81% 246	18.70% 221	8.12% 96	6.43% 76	16.50% 195	1,182	2.74
Bike	2.82% 33	9.92% 116	12.92% 151	13.94% 163	26.26% 307	34.13% 399	1,169	4.19
Public Transit	5.29% 62	9.81% 115	8.19% 96	16.13% 189	34.30% 402	26.28% 308	1,172	4.17
Carpool	4.25% 48	7.09% 80	14.35% 162	15.06% 170	17.63% 199	41.63% 470	1,129	4.18
Drive Alone	31.07% 385	32.53% 403	20.82% 258	6.70% 83	4.20% 52	4.68% 58	1,239	2.30
Ride-Share (such as Uber or Lyft)	0.00% 0	0.45% 5	2.86% 32	20.36% 228	40.00% 448	36.34% 407	1,120	4.73

### Q3 How interested are you in \_\_\_\_\_?

Answered: 1,269 Skipped: 9



## Safe and Active Transportation

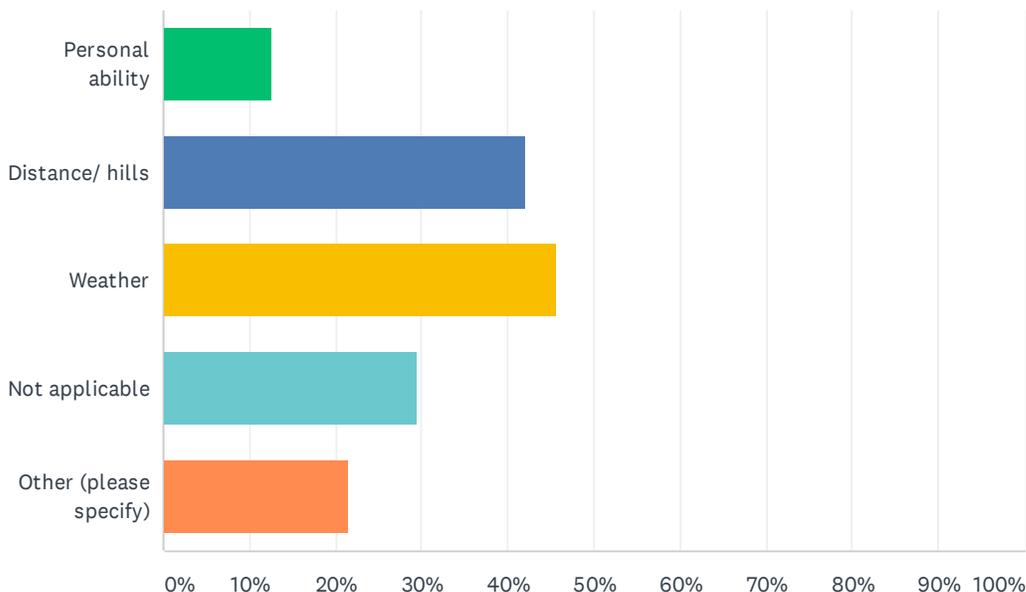


■ Extremely interested  
 ■ Very interested  
 ■ Moderately interested  
■ Not very interested  
 ■ Not at all interested

	EXTREMELY INTERESTED	VERY INTERESTED	MODERATELY INTERESTED	NOT VERY INTERESTED	NOT AT ALL INTERESTED	TOTAL
walking more for personal trips	35.00% 435	27.11% 337	22.77% 283	9.25% 115	5.87% 73	1,243
walking more for school and work trips	25.32% 300	17.47% 207	17.13% 203	14.51% 172	25.57% 303	1,185
bicycling more for personal trips	26.73% 329	16.98% 209	21.69% 267	10.32% 127	24.29% 299	1,231
bicycling more for school and work trips	25.69% 308	12.34% 148	14.35% 172	12.09% 145	35.53% 426	1,199

### Q4 If physical factors keep you from walking or biking more, which of the following best describes the reason? (check all that apply)

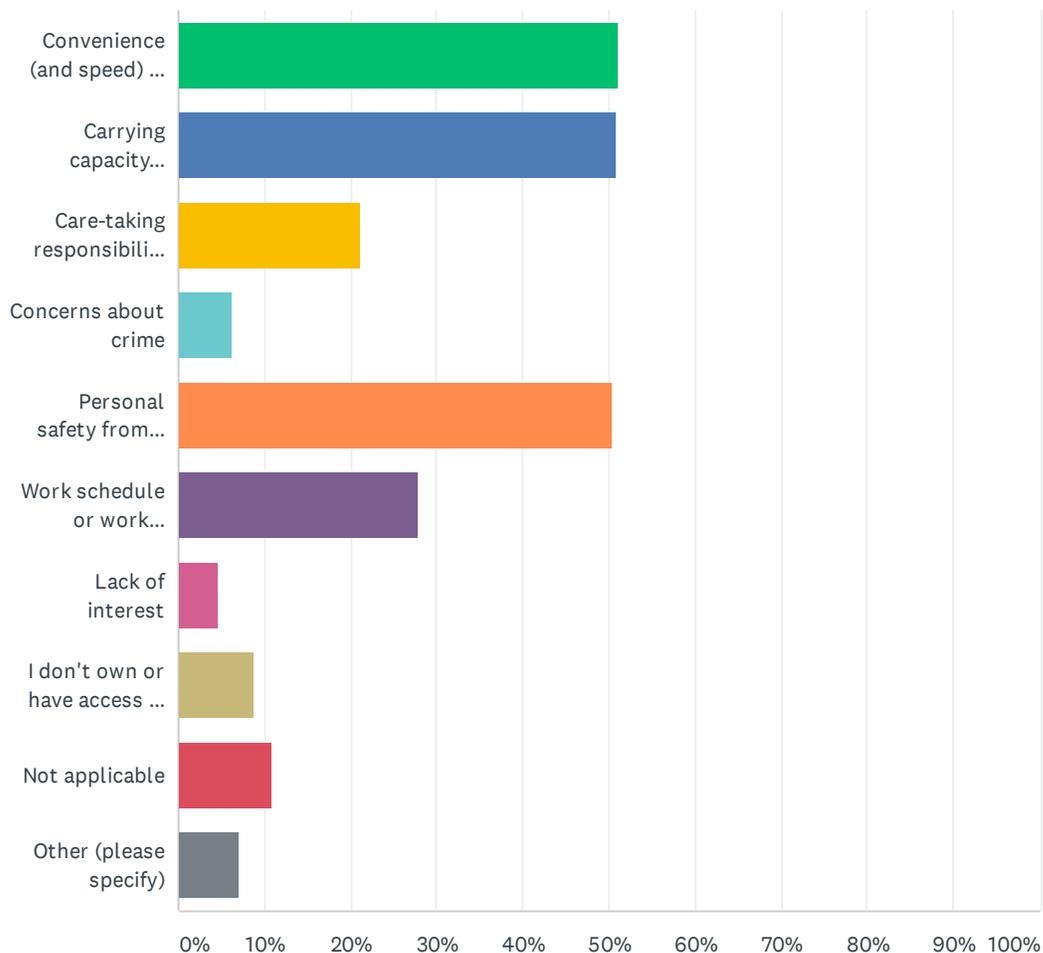
Answered: 1,261 Skipped: 17



ANSWER CHOICES	RESPONSES	
Personal ability	12.45%	157
Distance/ hills	41.95%	529
Weather	45.52%	574
Not applicable	29.42%	371
Other (please specify)	21.49%	271
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

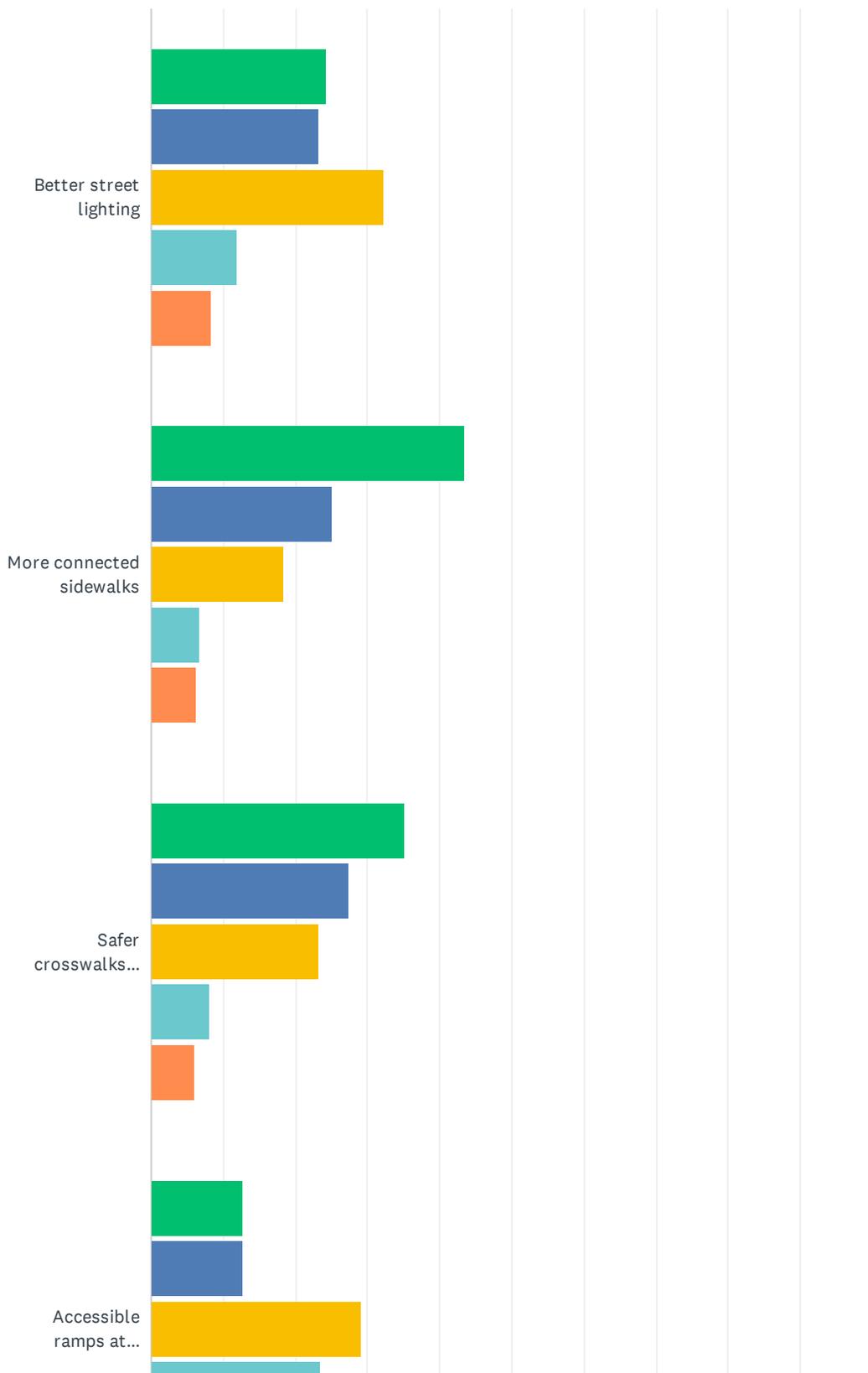


## Safe and Active Transportation

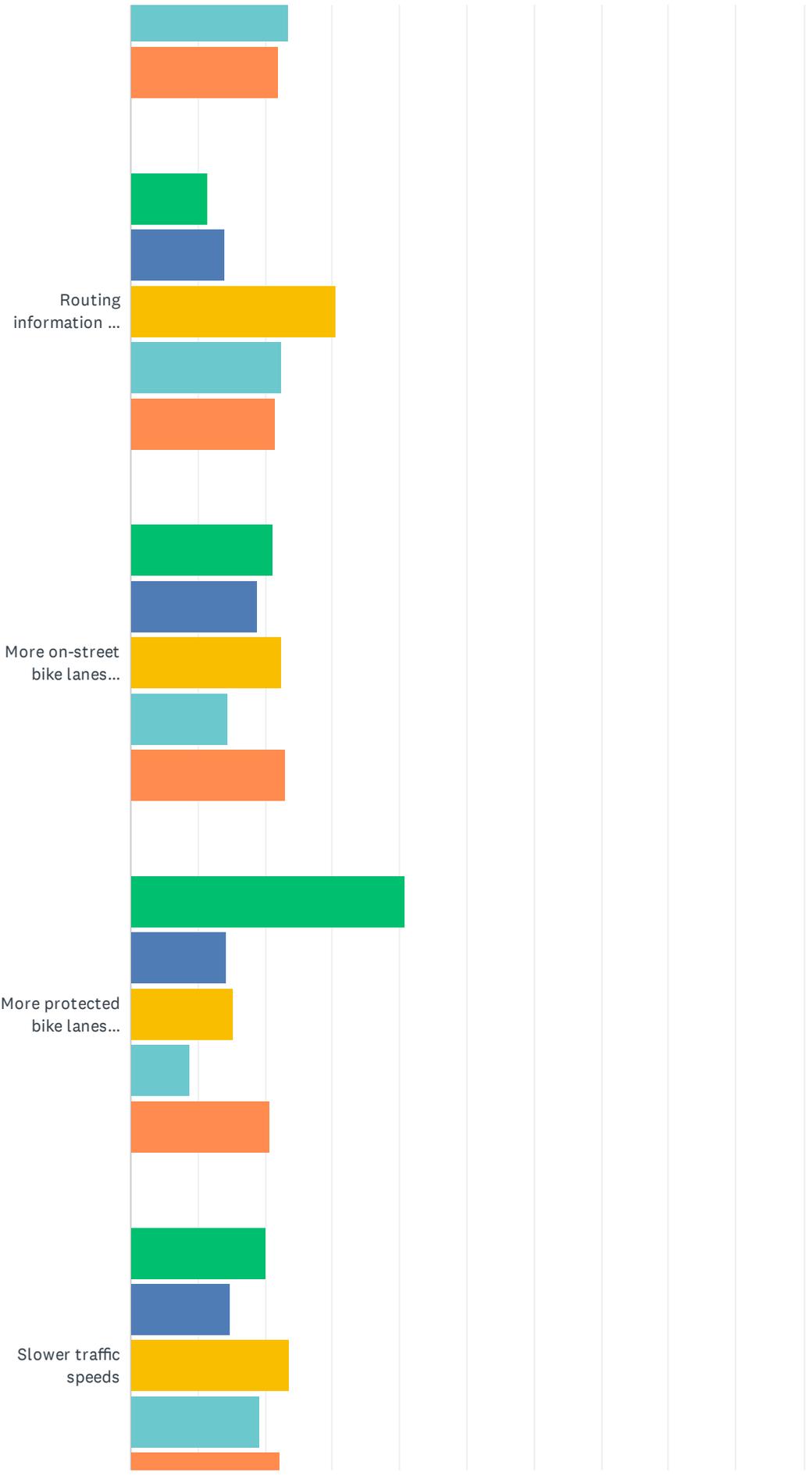
ANSWER CHOICES	RESPONSES	
Convenience (and speed) of driving	50.99%	644
Carrying capacity (children, groceries, etc.)	50.91%	643
Care-taking responsibilities (children, older family members, etc.)	21.06%	266
Concerns about crime	6.33%	80
Personal safety from other roadway users	50.36%	636
Work schedule or work responsibilities	27.79%	351
Lack of interest	4.51%	57
I don't own or have access to a bike	8.71%	110
Not applicable	10.93%	138
Other (please specify)	7.05%	89
<b>Total Respondents: 1,263</b>		

# Q6 If the following street and sidewalk features were improved, how interested would you be in walking or biking more?

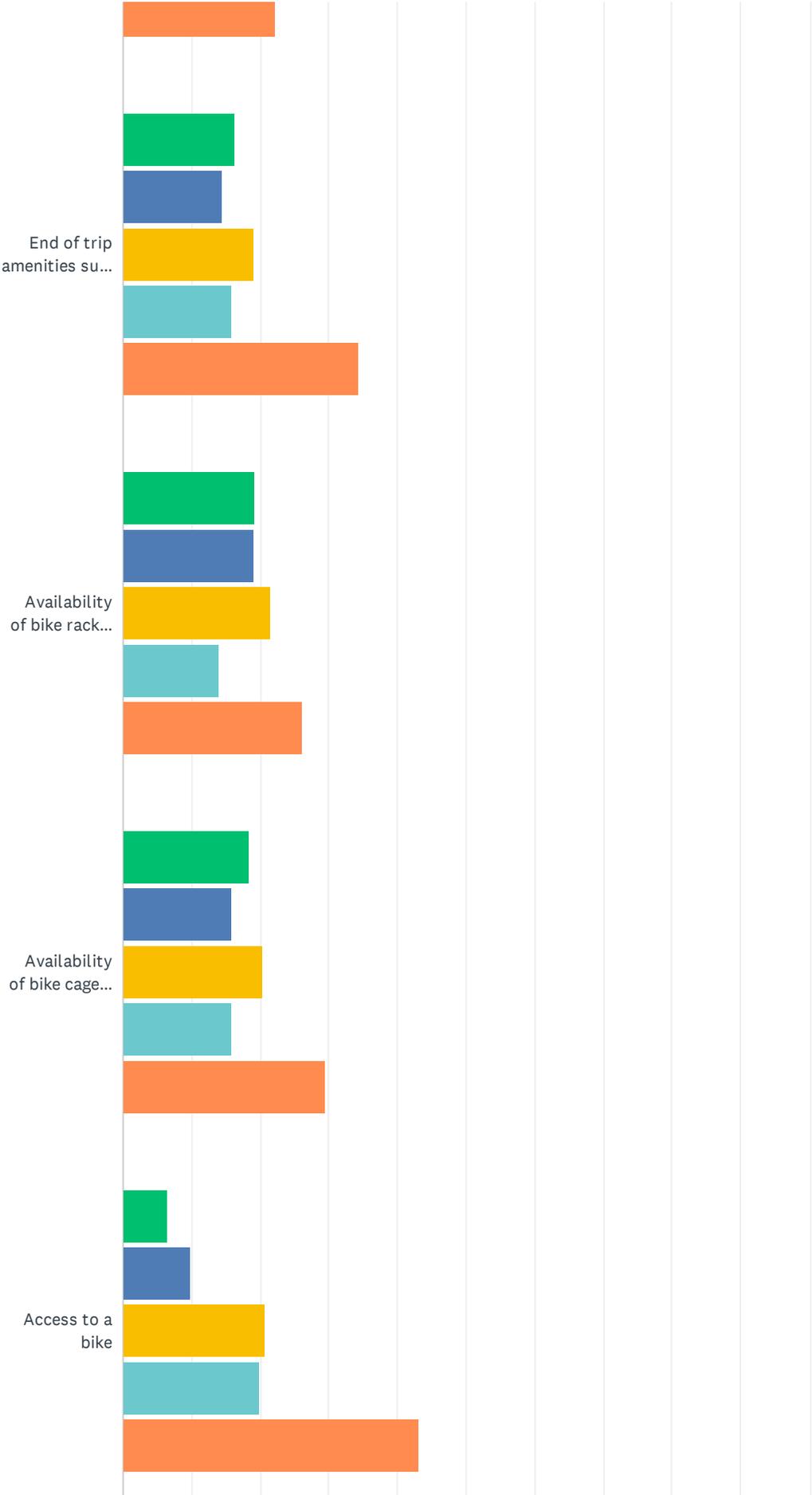
Answered: 1,264 Skipped: 14



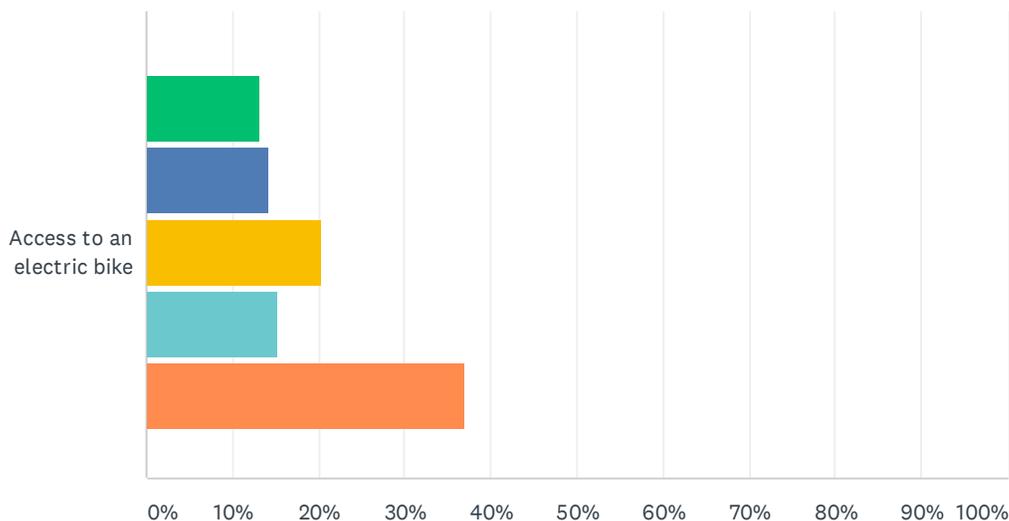
Safe and Active Transportation



Safe and Active Transportation



## Safe and Active Transportation

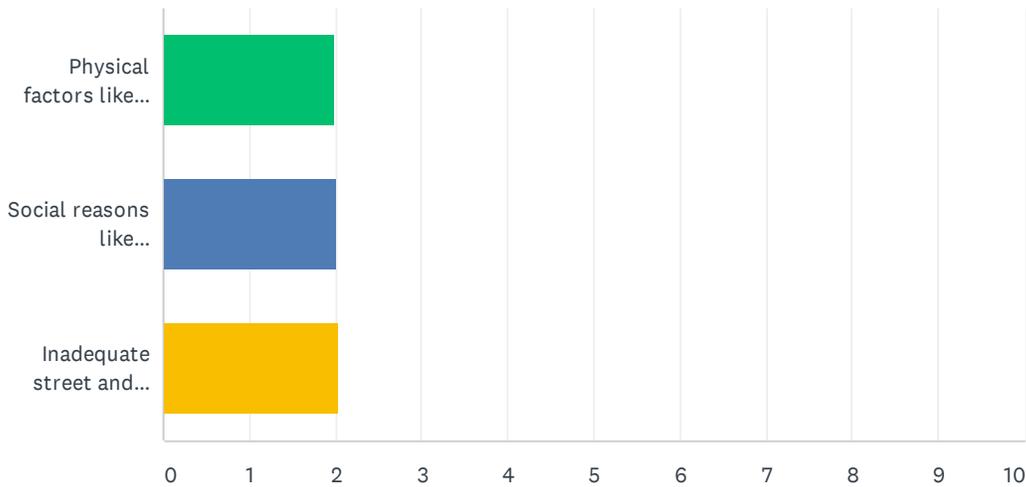


■ Extremely interested   
 ■ Very interested   
 ■ Moderately interested  
■ Not very interested   
 ■ Not at all interested

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

### Q7 Rank the following factors from highest to lowest impact on what is keeping you from walking or biking more? (1 is highest impact)

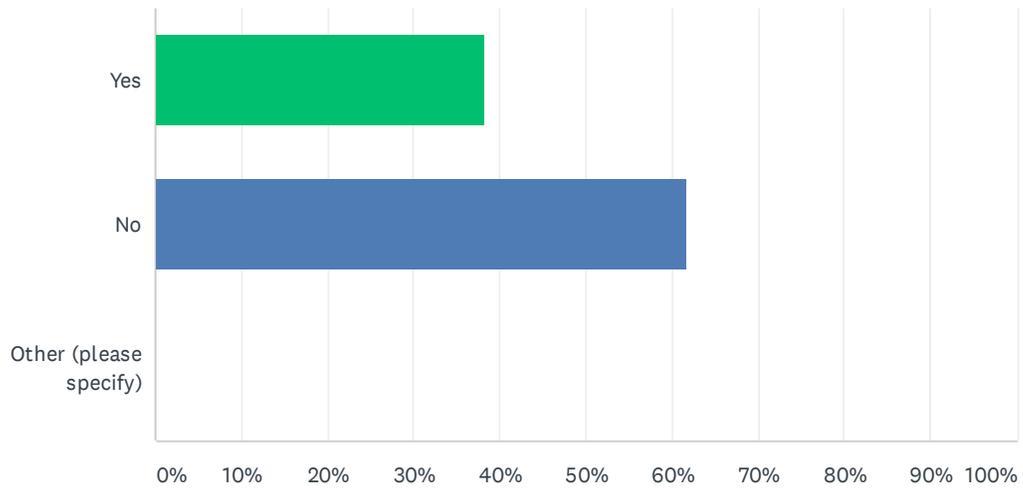
Answered: 1,237 Skipped: 41



	1	2	3	TOTAL	SCORE
Physical factors like personal ability, distance/hills, weather/climate	32.22% 375	34.62% 403	33.16% 386	1,164	1.99
Social reasons like convenience of driving, caring for children or elderly, or personal safety from crime	31.20% 365	38.12% 446	30.68% 359	1,170	2.01
Inadequate street and sidewalk features like absence of sidewalks or bike lanes	38.37% 465	26.16% 317	35.48% 430	1,212	2.03

## Q8 Do you have or currently care for school-age (Kindergarten - grade 12) students?

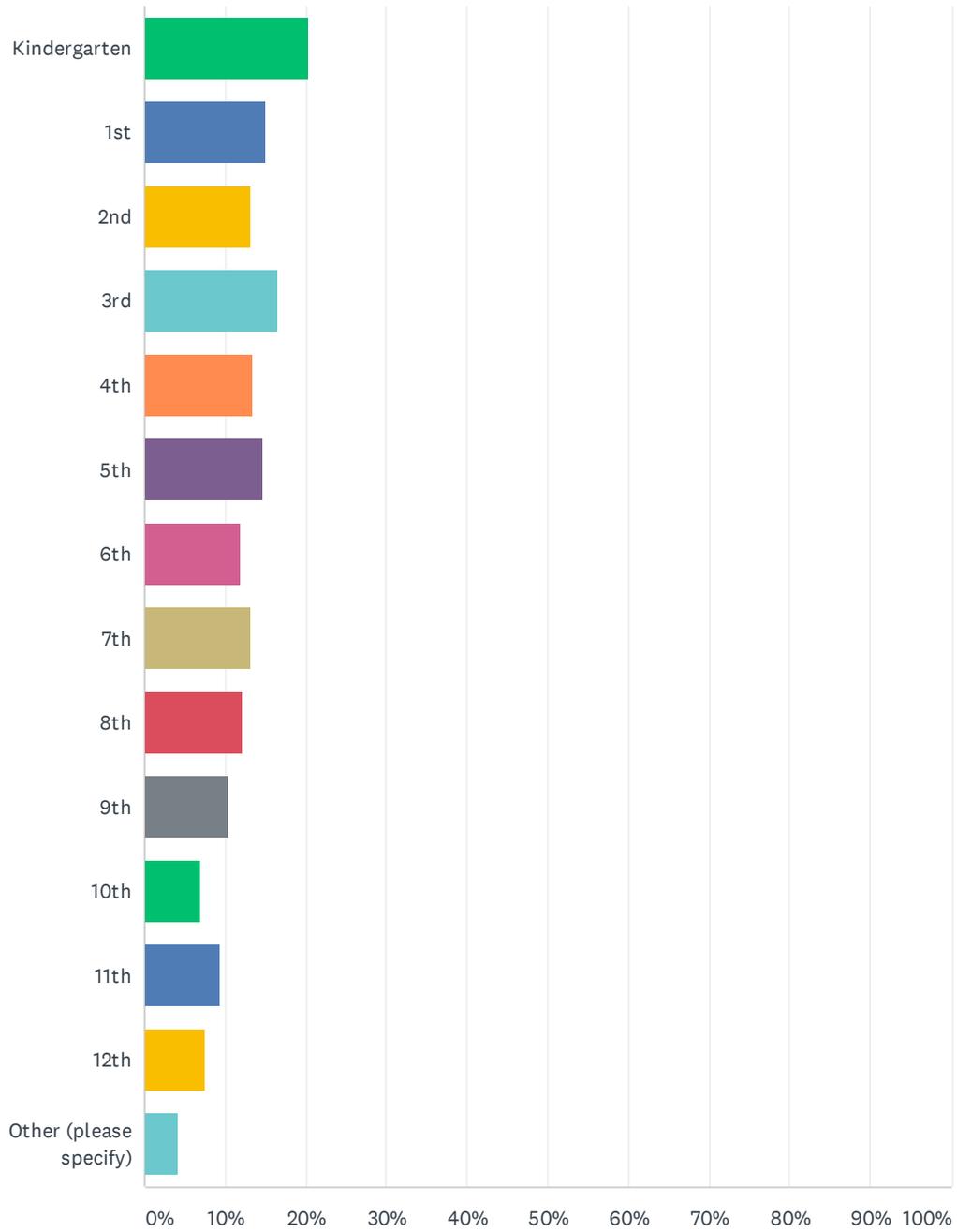
Answered: 1,278 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	38.34%	490
No	61.66%	788
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>1,278</b>

### Q9 What are the grades of your school-age students? (check all that apply)

Answered: 438 Skipped: 840

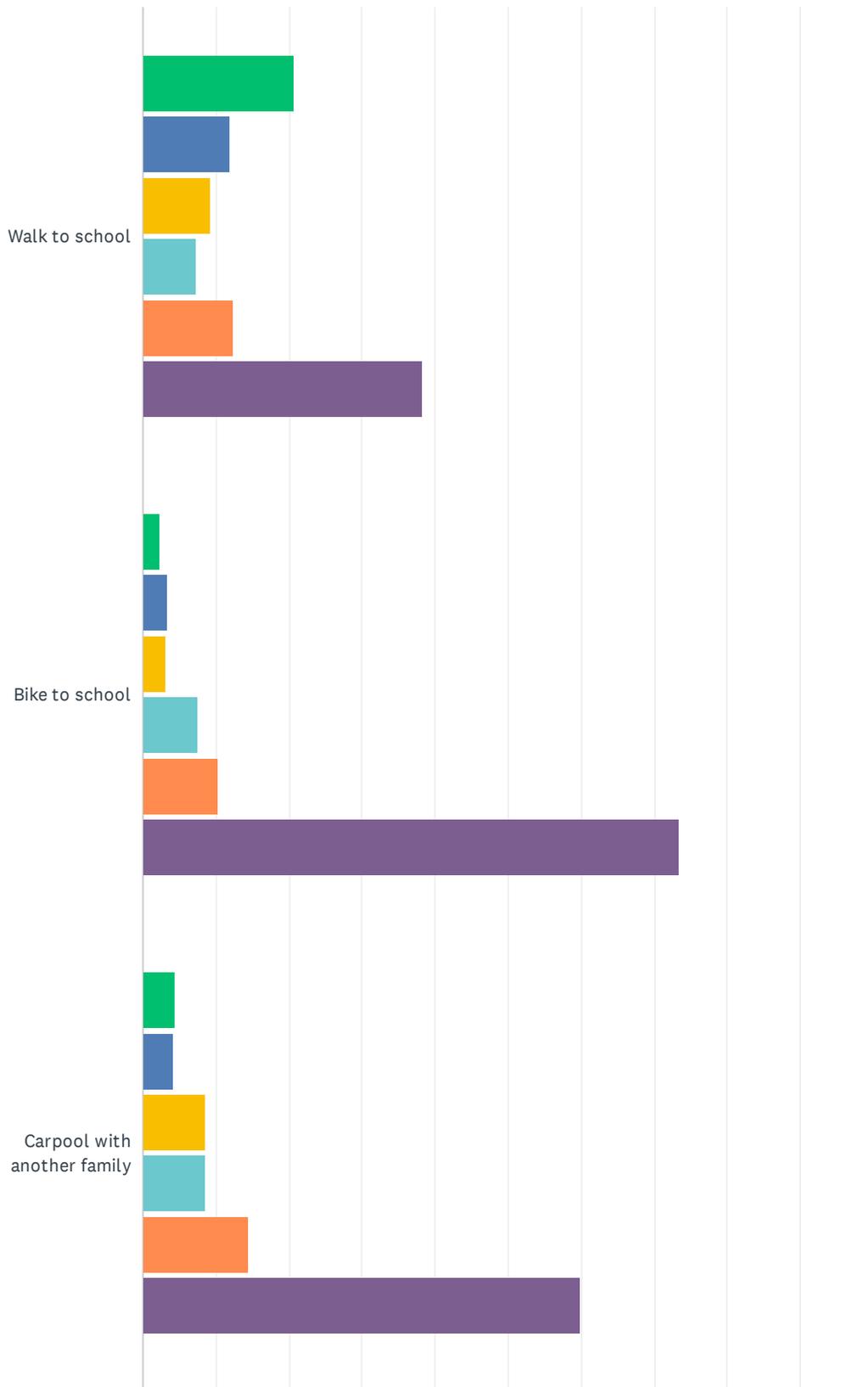


## Safe and Active Transportation

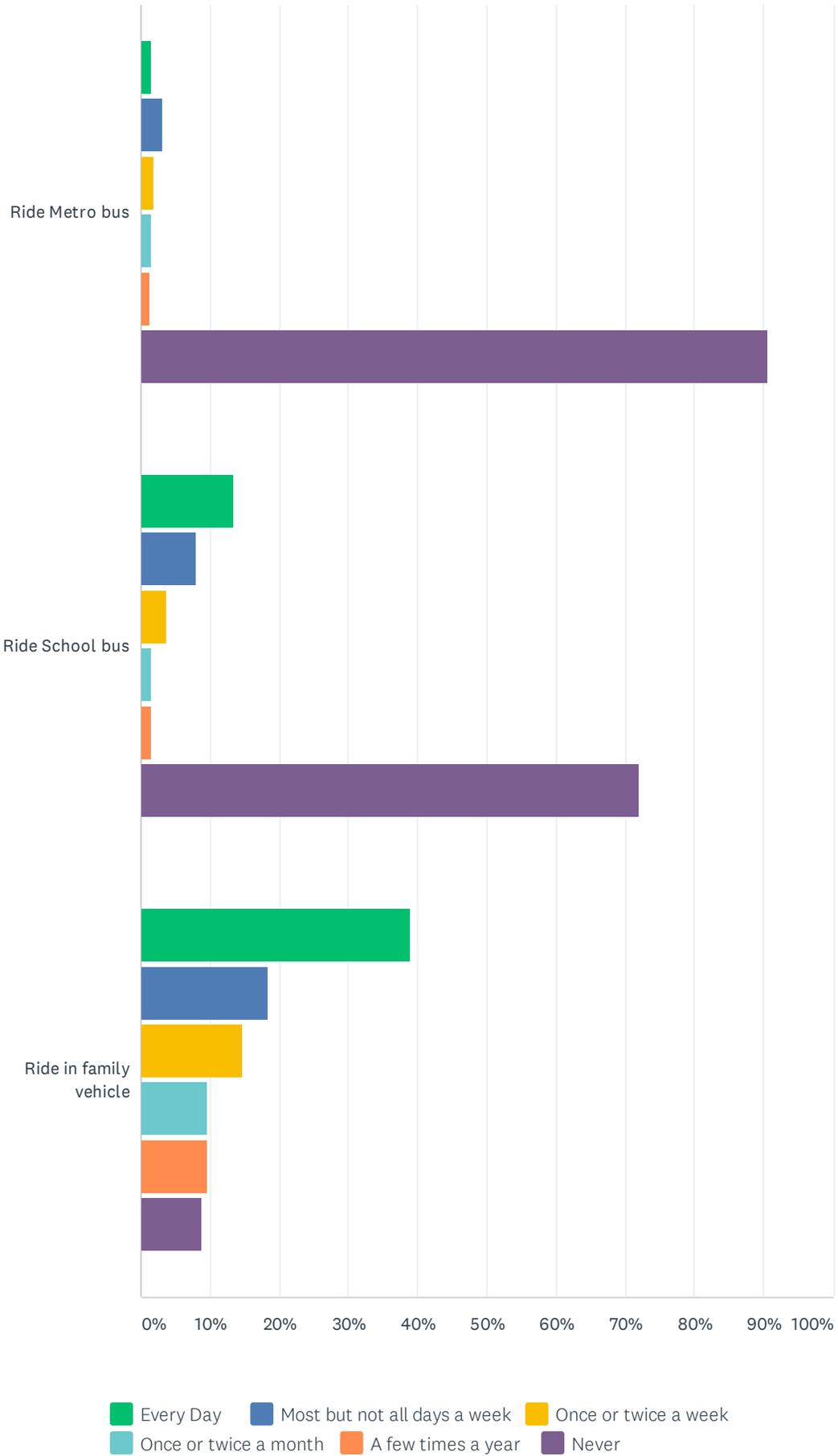
ANSWER CHOICES	RESPONSES	
Kindergarten	20.32%	89
1st	15.07%	66
2nd	13.24%	58
3rd	16.44%	72
4th	13.47%	59
5th	14.61%	64
6th	11.87%	52
7th	13.24%	58
8th	12.10%	53
9th	10.50%	46
10th	6.85%	30
11th	9.36%	41
12th	7.53%	33
Other (please specify)	4.11%	18
Total Respondents: 438		

### 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

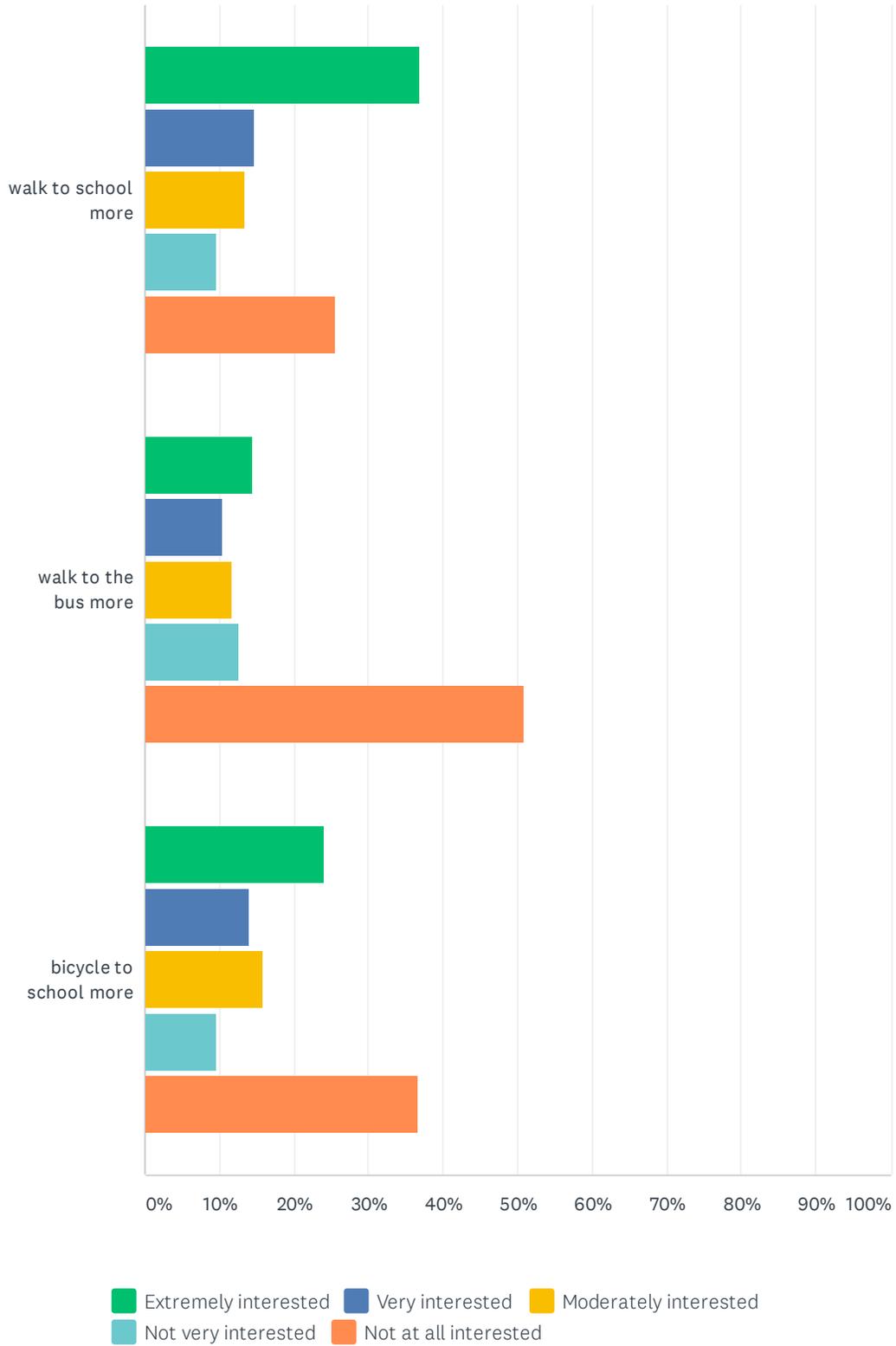


## Safe and Active Transportation

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

# Q11 How interested are you in having your youngest student \_\_\_\_\_?

Answered: 437 Skipped: 841

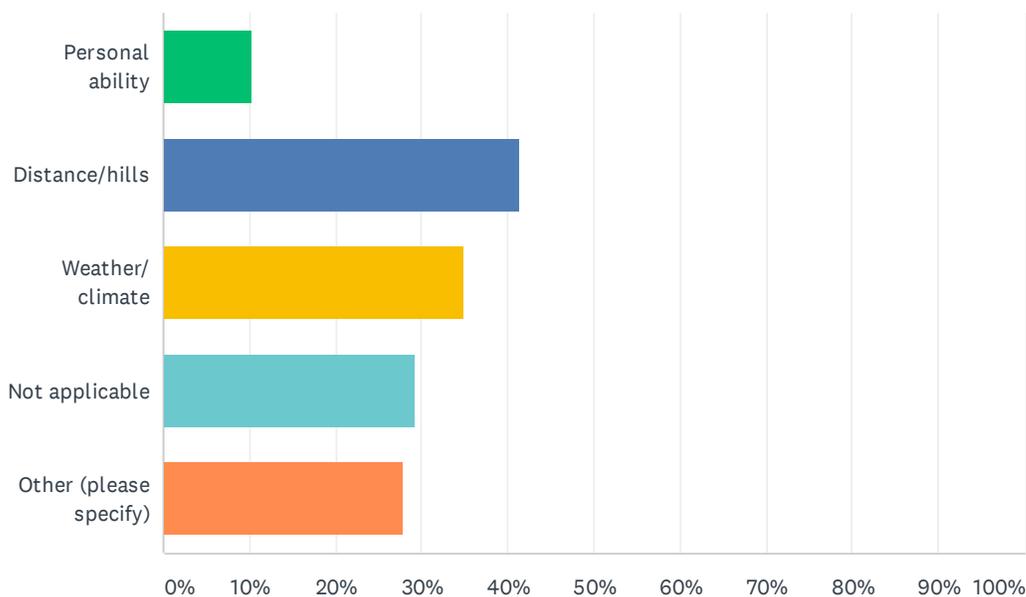


## Safe and Active Transportation

	<b>EXTREMELY INTERESTED</b>	<b>VERY INTERESTED</b>	<b>MODERATELY INTERESTED</b>	<b>NOT VERY INTERESTED</b>	<b>NOT AT ALL INTERESTED</b>	<b>TOTAL</b>
walk to school more	36.92% 158	14.72% 63	13.32% 57	9.58% 41	25.47% 109	428
walk to the bus more	14.39% 58	10.42% 42	11.66% 47	12.66% 51	50.87% 205	403
bicycle to school more	24.06% 102	13.92% 59	15.80% 67	9.67% 41	36.56% 155	424

### 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)

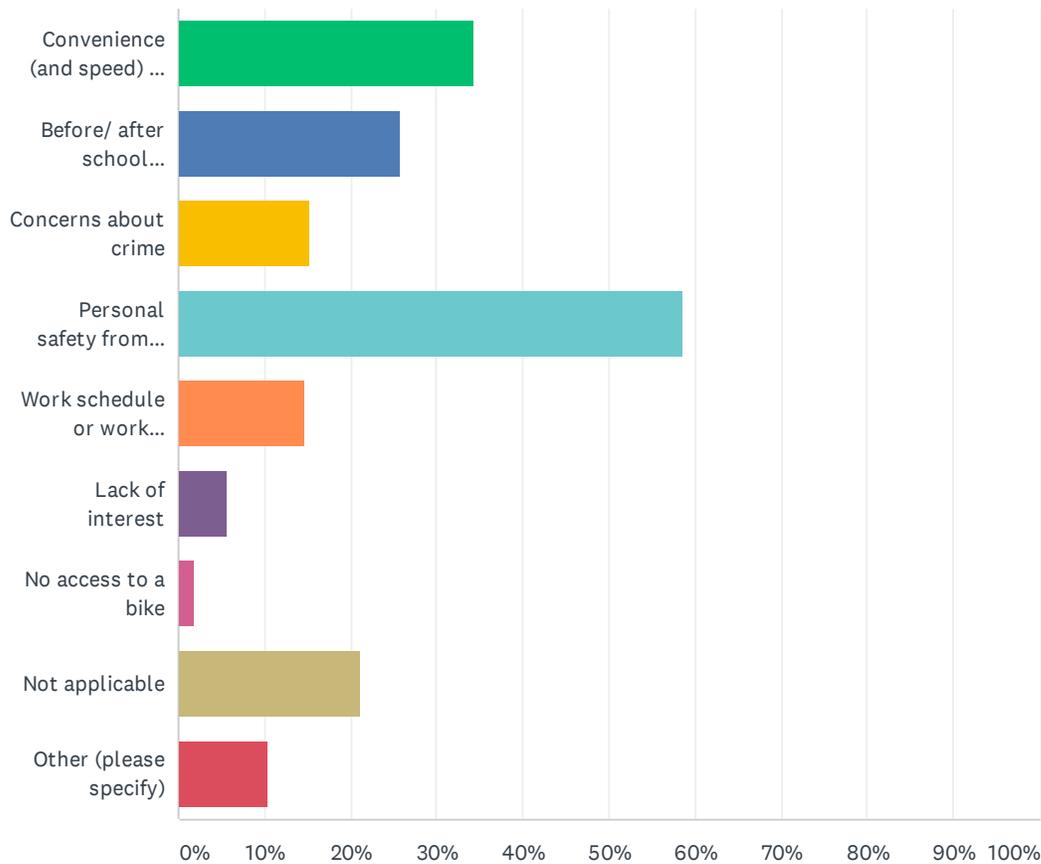
Answered: 436 Skipped: 842



ANSWER CHOICES	RESPONSES	
Personal ability	10.32%	45
Distance/hills	41.51%	181
Weather/ climate	34.86%	152
Not applicable	29.36%	128
Other (please specify)	27.75%	121
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)

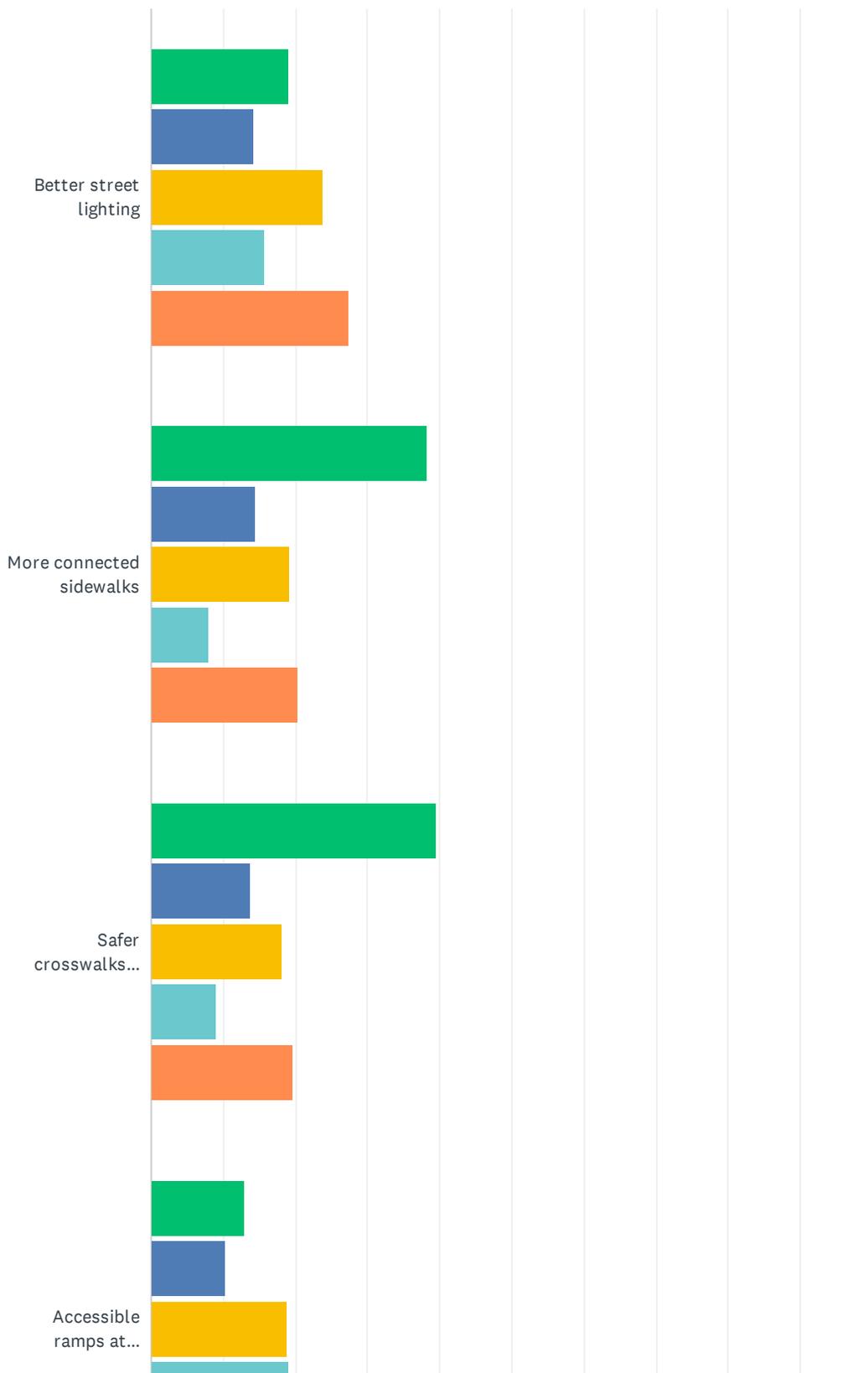
Answered: 437 Skipped: 841



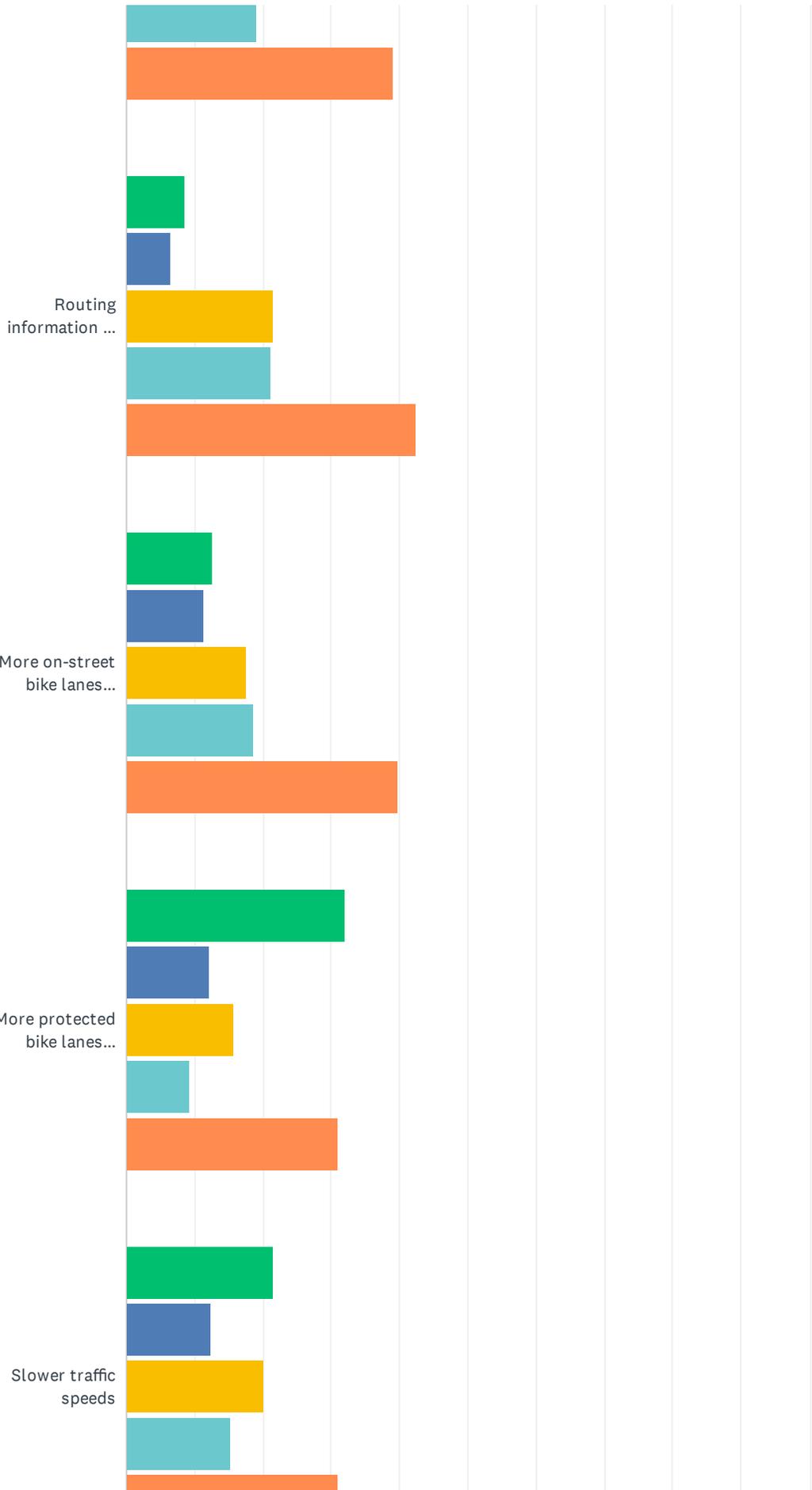
ANSWER CHOICES	RESPONSES	
Convenience (and speed) of driving	34.32%	150
Before/ after school activities	25.63%	112
Concerns about crime	15.33%	67
Personal safety from other roadway users	58.58%	256
Work schedule or work responsibilities	14.65%	64
Lack of interest	5.72%	25
No access to a bike	1.83%	8
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?

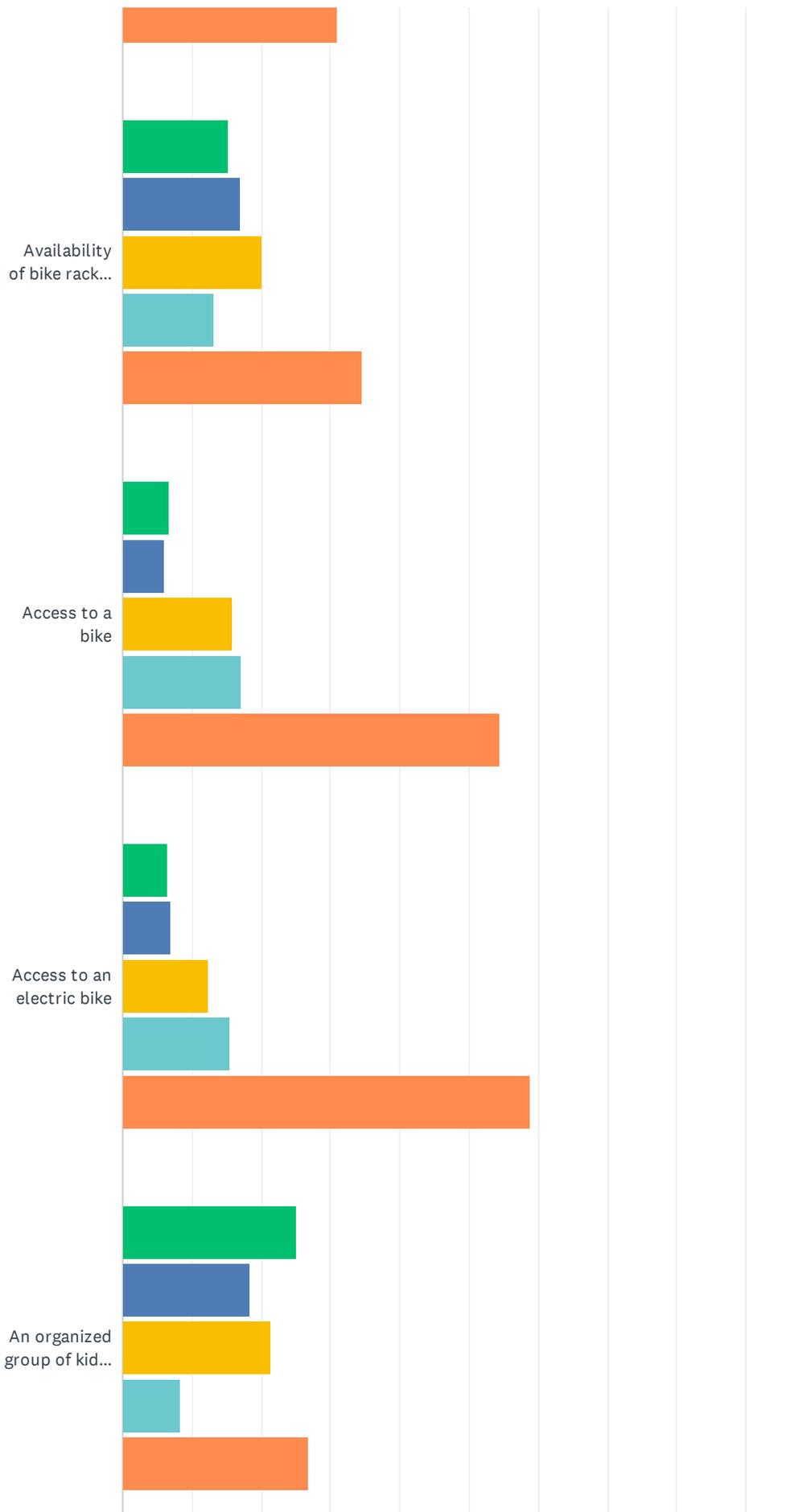
Answered: 423 Skipped: 855



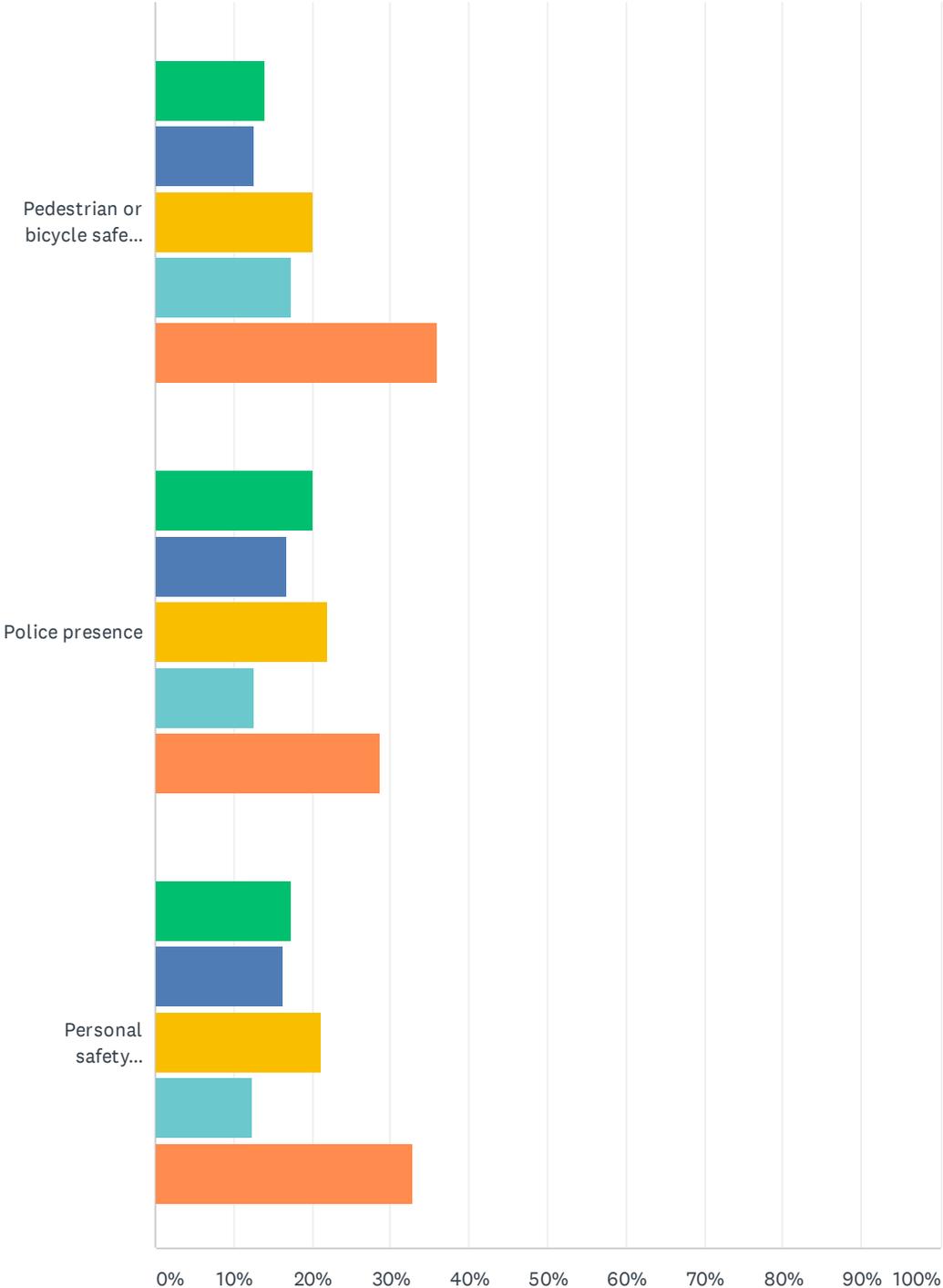
Safe and Active Transportation



# Safe and Active Transportation



Safe and Active Transportation



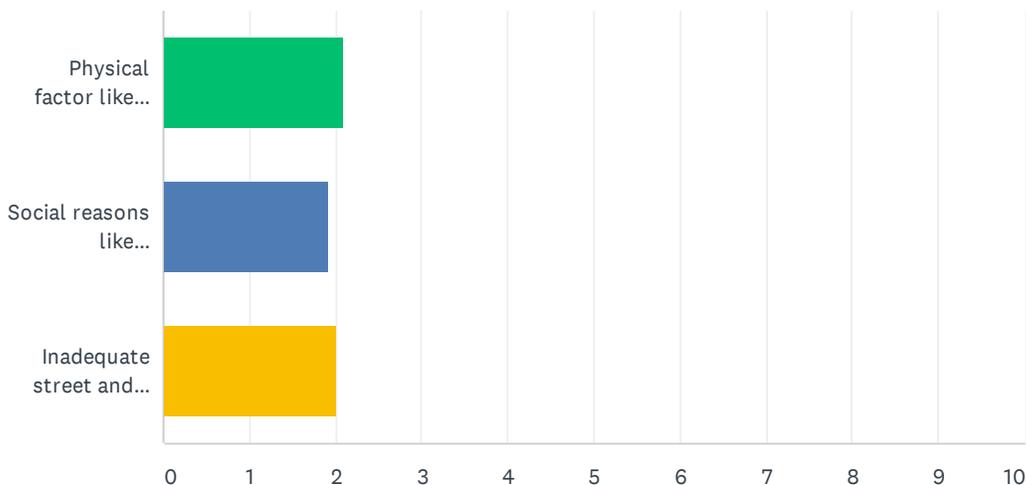
Extremely likely    Very likely    Moderately likely    Not very likely  
Not at all likely

## Safe and Active Transportation

	EXTREMELY LIKELY	VERY LIKELY	MODERATELY LIKELY	NOT VERY LIKELY	NOT AT ALL LIKELY	TOTAL
Better street lighting	19.02% 78	14.15% 58	23.90% 98	15.61% 64	27.32% 112	410
More connected sidewalks	38.22% 159	14.42% 60	19.23% 80	7.93% 33	20.19% 84	416
Safer crosswalks (such as flashing lights)	39.61% 164	13.77% 57	18.12% 75	8.94% 37	19.57% 81	414
Accessible ramps at intersections	12.87% 52	10.15% 41	18.81% 76	19.06% 77	39.11% 158	404
Routing information and signage	8.48% 34	6.48% 26	21.45% 86	21.20% 85	42.39% 170	401
More on-street bike lanes (separated by a painted line)	12.59% 52	11.38% 47	17.68% 73	18.64% 77	39.71% 164	413
More protected bike lanes (separated by planter strips or curbs)	31.96% 132	12.11% 50	15.74% 65	9.20% 38	30.99% 128	413
Slower traffic speeds	21.57% 88	12.25% 50	20.10% 82	15.20% 62	30.88% 126	408
Availability of bike racks at school	15.31% 62	17.04% 69	20.00% 81	13.09% 53	34.57% 140	405
Access to a bike	6.63% 26	6.12% 24	15.82% 62	17.09% 67	54.34% 213	392
Access to an electric bike	6.47% 26	6.97% 28	12.44% 50	15.42% 62	58.71% 236	402
An organized group of kids/ adults walking or biking together	25.12% 104	18.36% 76	21.26% 88	8.45% 35	26.81% 111	414
Pedestrian or bicycle safety education	14.07% 57	12.59% 51	20.00% 81	17.28% 70	36.05% 146	405
Police presence	20.15% 82	16.71% 68	21.87% 89	12.53% 51	28.75% 117	407
Personal safety incentives	17.37% 70	16.38% 66	21.09% 85	12.41% 50	32.75% 132	403

### 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)

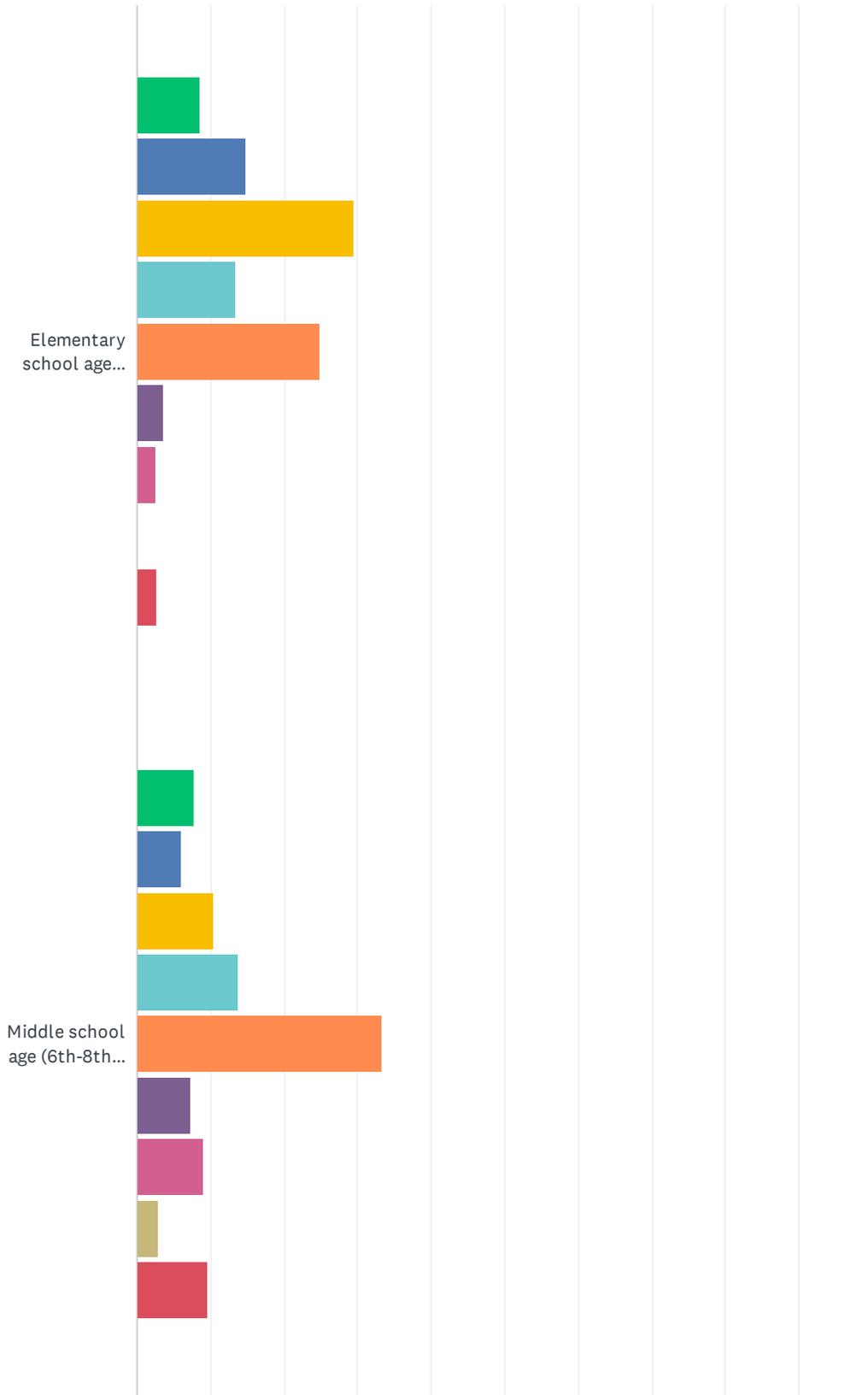
Answered: 421 Skipped: 857



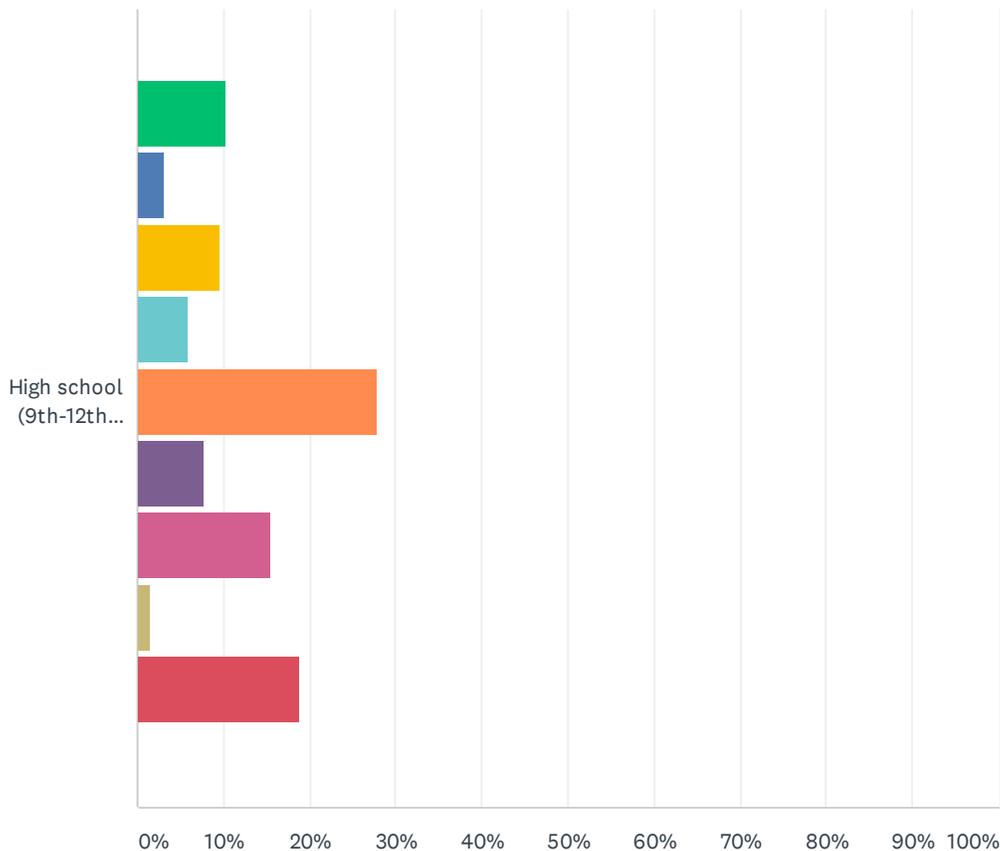
	1	2	3	TOTAL	SCORE
Physical factor like personal ability, distance/hills, weather/climate	40.60% 162	27.82% 111	31.58% 126	399	2.09
Social reasons like convenience of driving, caring for children or elderly, or personal safety from crime	22.39% 90	47.26% 190	30.35% 122	402	1.92
Inadequate street and sidewalk features like absence of sidewalks or bike lanes	38.65% 160	24.15% 100	37.20% 154	414	2.01

# Q16 What is the farthest your youngest student would walk to/from school?

Answered: 437 Skipped: 841



## Safe and Active Transportation

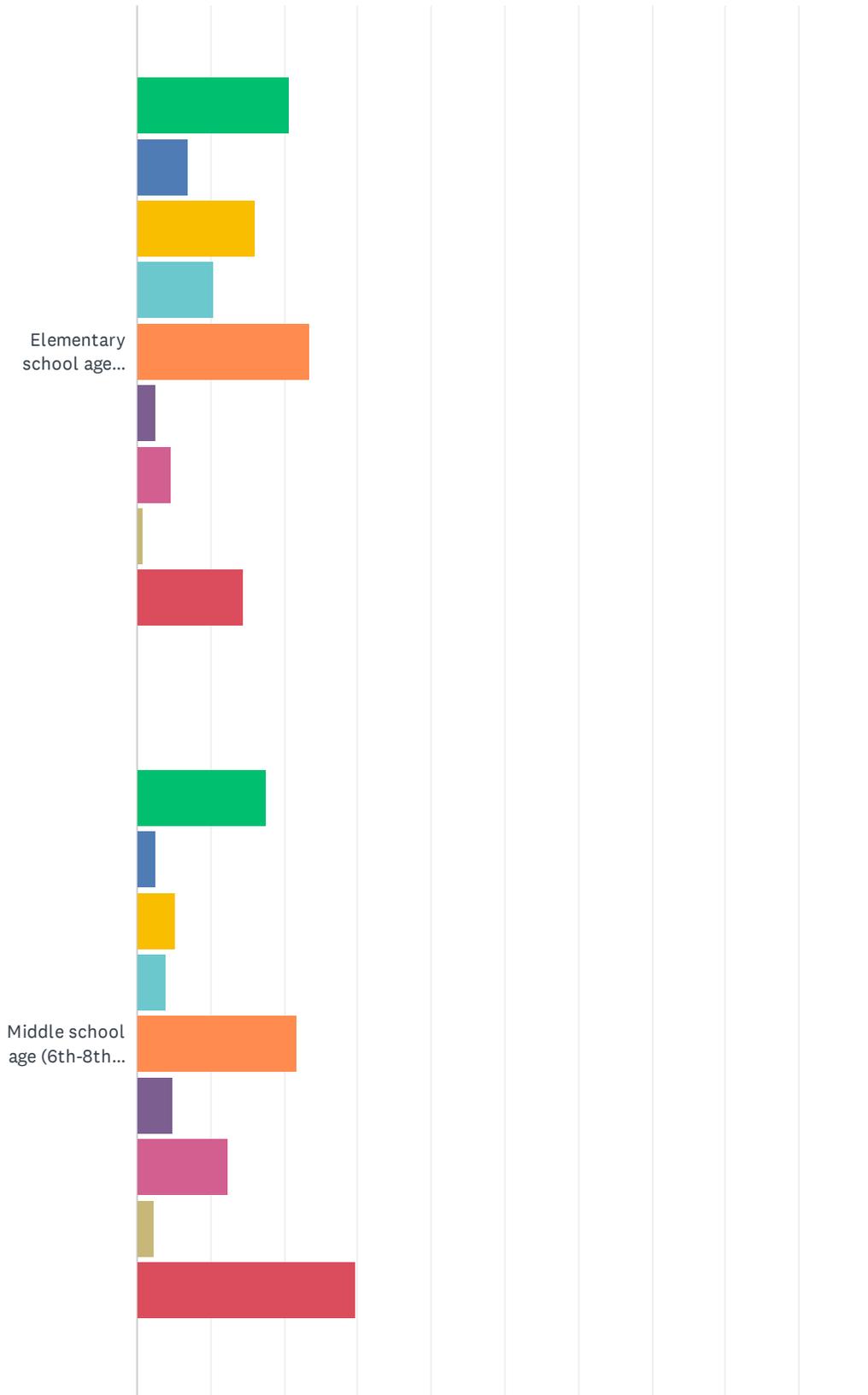


■ not at all   
 ■ 1/4 mile   
 ■ 1/2 mile   
 ■ 3/4 mile   
 ■ 1 mile  
■ 1 & 1/4 mile   
 ■ 1 & 1/2 mile   
 ■ 1 & 3/4 mile   
 ■ 2+ miles

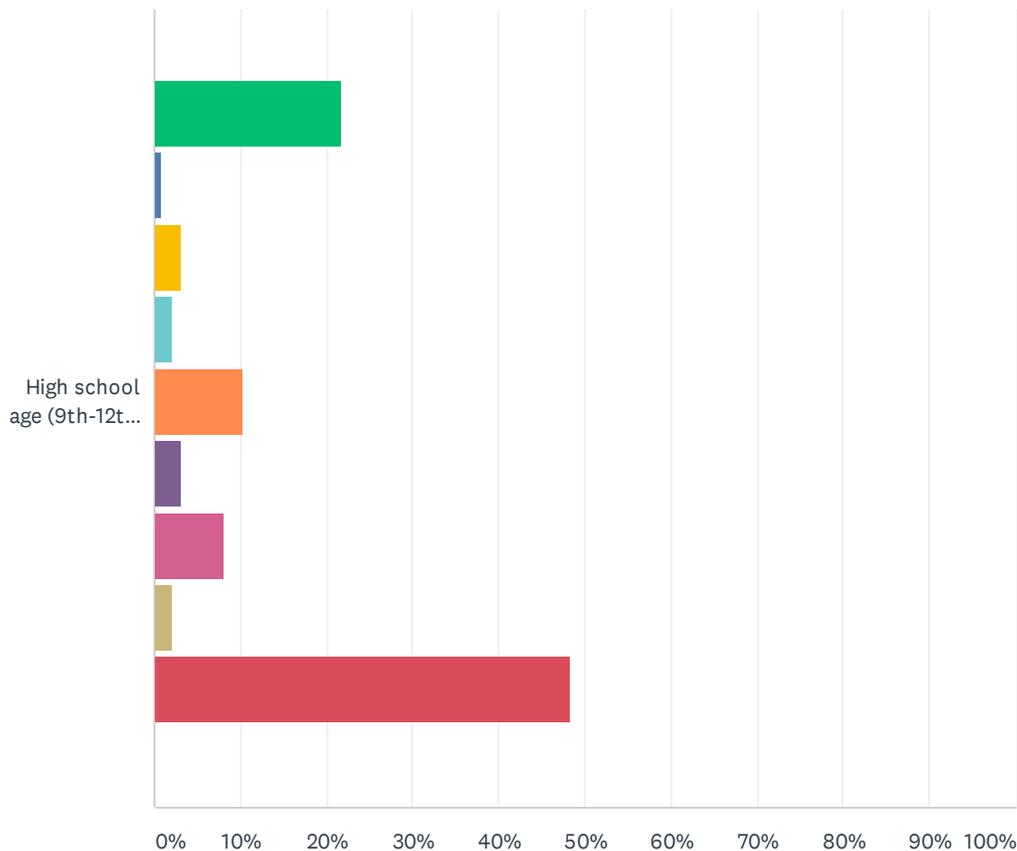
	NOT AT ALL	1/4 MILE	1/2 MILE	3/4 MILE	1 MILE	1 & 1/4 MILE	1 & 1/2 MILE	1 & 3/4 MILE	2+ MILES	TOTAL	WEIGHTED AVERAGE
Elementary school age (K-5th grade)	8.52% 31	14.84% 54	29.40% 107	13.46% 49	25.00% 91	3.57% 13	2.47% 9	0.00% 0	2.75% 10	364	2.92
Middle school age (6th-8th grade)	7.67% 24	6.07% 19	10.54% 33	13.74% 43	33.23% 104	7.35% 23	8.95% 28	2.88% 9	9.58% 30	313	4.02
High school (9th-12th grade)	10.19% 33	3.09% 10	9.57% 31	5.86% 19	27.78% 90	7.72% 25	15.43% 50	1.54% 5	18.83% 61	324	4.57

# Q17 What is the farthest your youngest student would bike to/from school?

Answered: 432 Skipped: 846



## Safe and Active Transportation

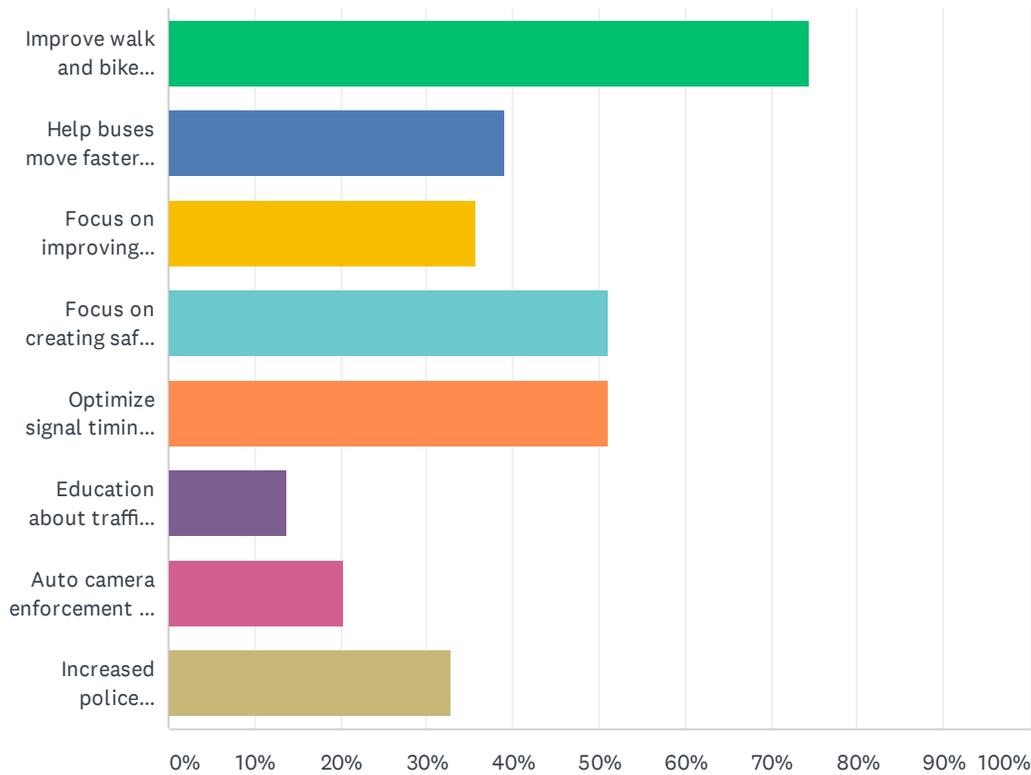


■ not at all   
 ■ 1/4 mile   
 ■ 1/2 mile   
 ■ 3/4 mile   
 ■ 1 mile  
■ 1 & 1/4 mile   
 ■ 1 & 1/2 mile   
 ■ 1 & 3/4 mile   
 ■ 2+ miles

	NOT AT ALL	1/4 MILE	1/2 MILE	3/4 MILE	1 MILE	1 & 1/4 MILE	1 & 1/2 MILE	1 & 3/4 MILE	2+ MILES	TOTAL	WEIGHTED AVERAGE
Elementary school age (K-5th grade)	20.72% 75	6.91% 25	16.02% 58	10.50% 38	23.48% 85	2.49% 9	4.70% 17	0.83% 3	14.36% 52	362	3.53
Middle school age (6th-8th grade)	17.48% 54	2.59% 8	5.18% 16	3.88% 12	21.68% 67	4.85% 15	12.30% 38	2.27% 7	29.77% 92	309	4.83
High school age (9th-12th grade)	21.81% 70	0.93% 3	3.12% 10	2.18% 7	10.28% 33	3.12% 10	8.10% 26	2.18% 7	48.29% 155	321	5.43

### Q18 Please identify the following transportation improvements you think are most important for the City to focus on. (check all that apply)

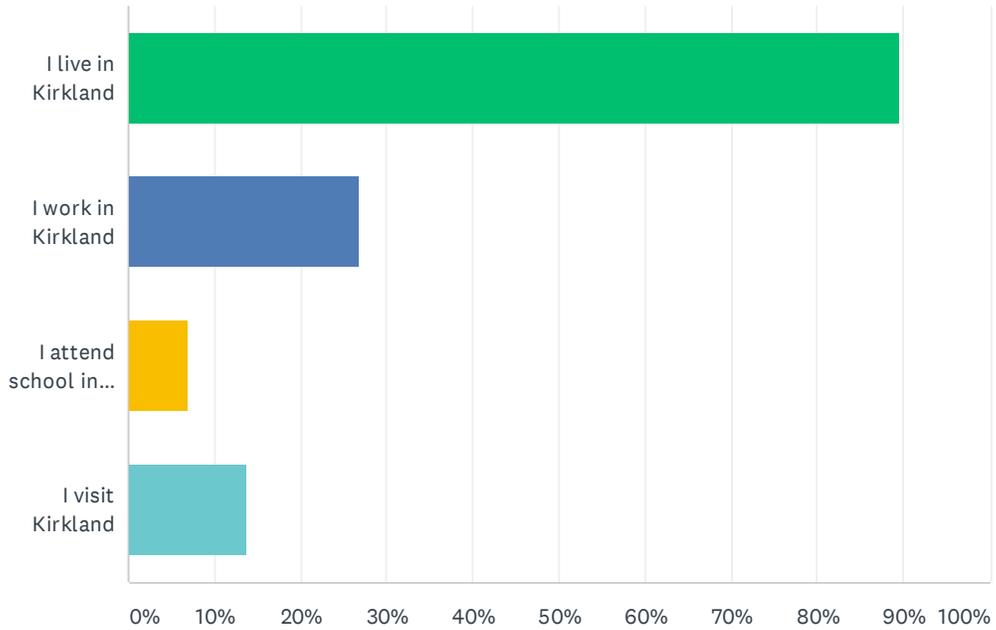
Answered: 1,195 Skipped: 83



ANSWER CHOICES	RESPONSES	
Improve walk and bike connectivity and safety	74.56%	891
Help buses move faster through traffic	39.08%	467
Focus on improving options for the first or last mile to transit (walk, bike, ride share, other programs/ services)	35.73%	427
Focus on creating safer routes to school (sidewalks, crosswalks, slowing traffic speeds, street lighting)	51.13%	611
Optimize signal timing for traffic to move more efficiently	51.05%	610
Education about traffic safety through communication and neighborhood engagement	13.72%	164
Auto camera enforcement or police enforcement near schools	20.25%	242
Increased police enforcement at intersections / corridors with the most crashes / speeding	32.89%	393
Total Respondents: 1,195		

### Q19 Please check all that apply. (Optional)

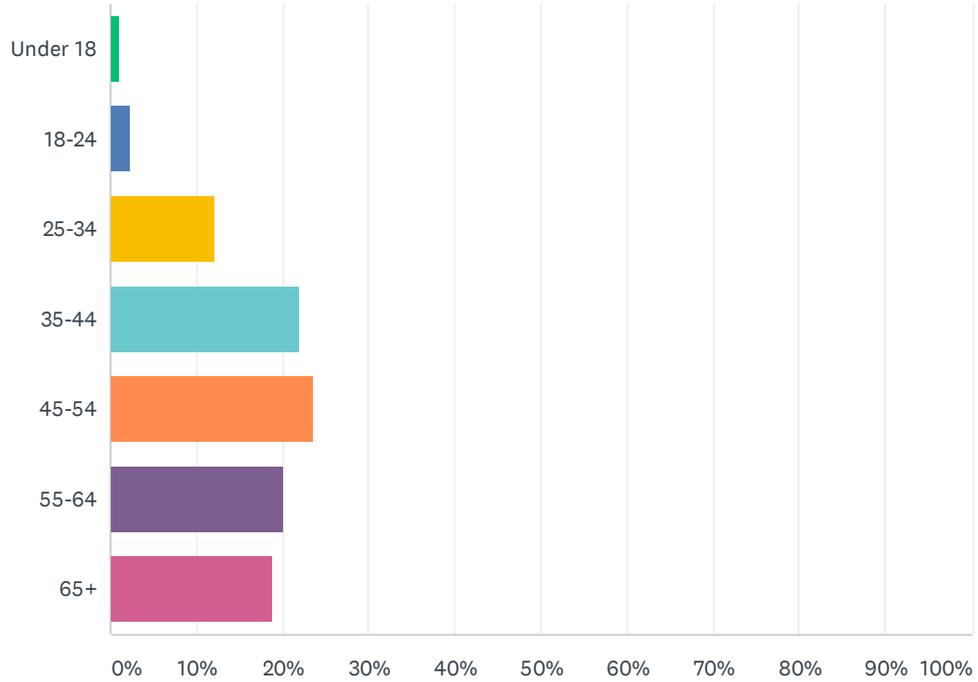
Answered: 1,200 Skipped: 78



ANSWER CHOICES	RESPONSES	
I live in Kirkland	89.58%	1,075
I work in Kirkland	26.75%	321
I attend school in Kirkland	7.00%	84
I visit Kirkland	13.75%	165
Total Respondents: 1,200		

## Q20 What is your age? (Optional)

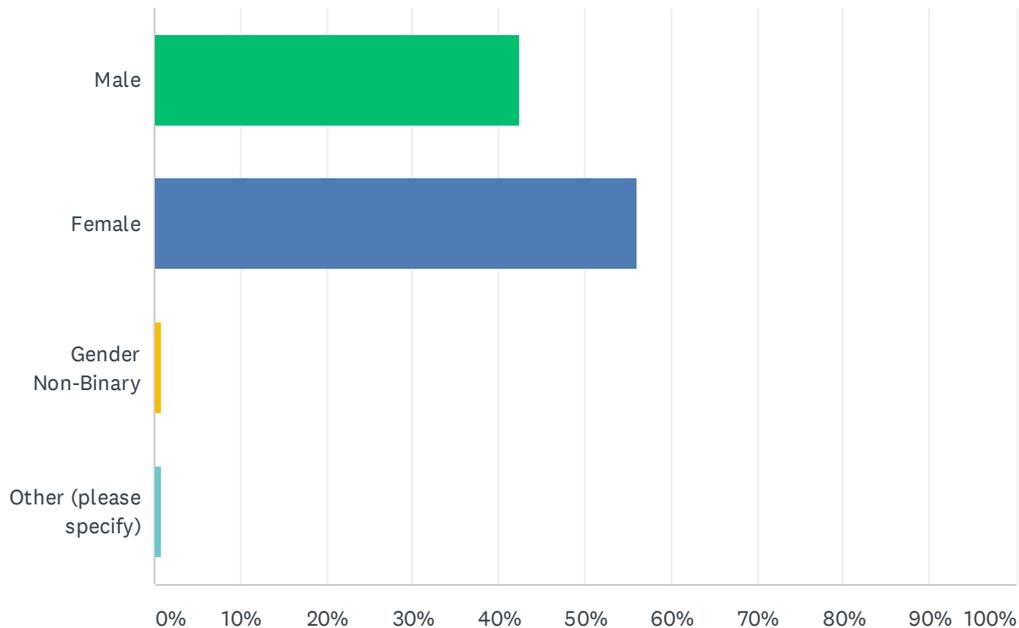
Answered: 1,175 Skipped: 103



ANSWER CHOICES	RESPONSES	
Under 18	1.02%	12
18-24	2.21%	26
25-34	12.09%	142
35-44	21.87%	257
45-54	23.74%	279
55-64	20.17%	237
65+	18.89%	222
<b>TOTAL</b>		<b>1,175</b>

## Q21 Which gender do you identify with? (Optional)

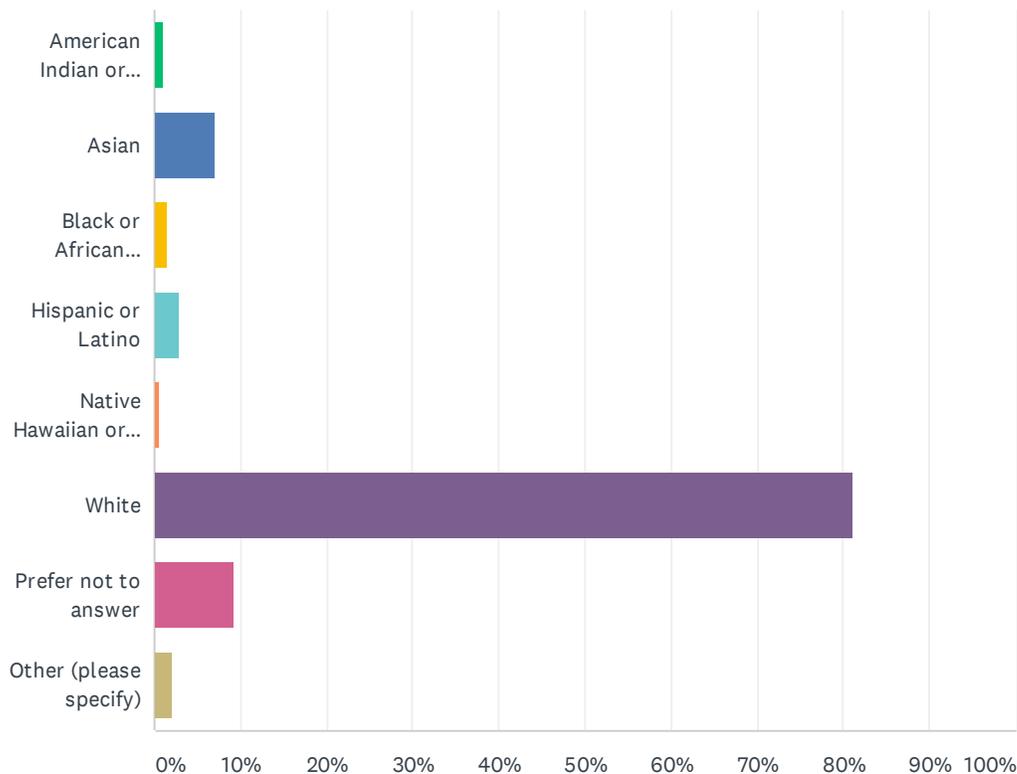
Answered: 1,168 Skipped: 110



ANSWER CHOICES	RESPONSES	
Male	42.47%	496
Female	55.99%	654
Gender Non-Binary	0.77%	9
Other (please specify)	0.77%	9
<b>TOTAL</b>		<b>1,168</b>

## Q22 How do you identify? Please select all that apply. (Optional)

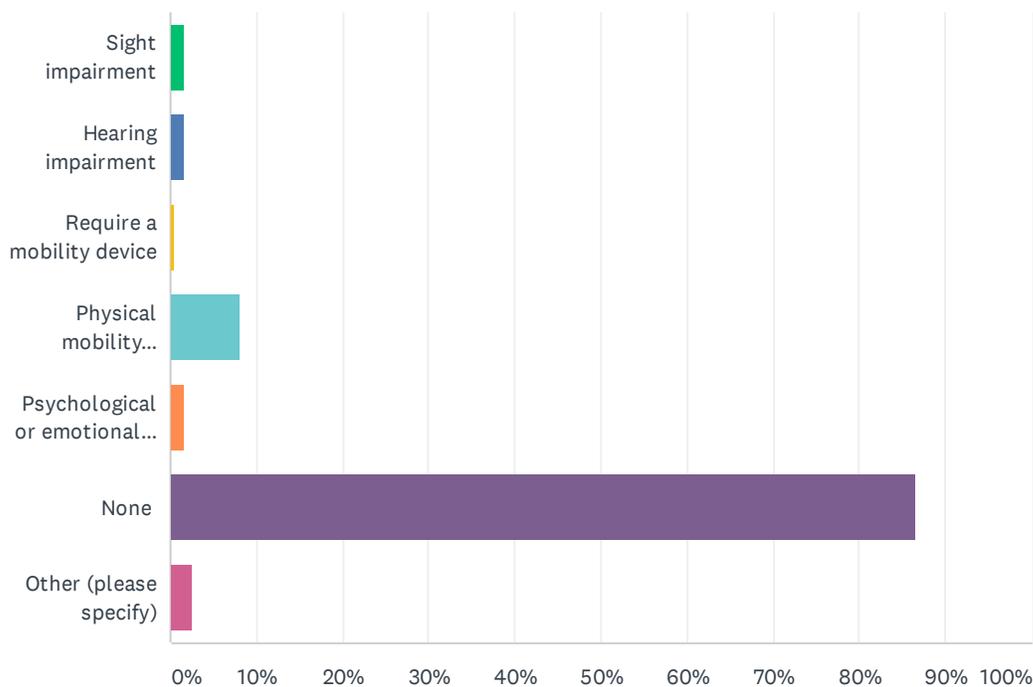
Answered: 1,166 Skipped: 112



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)

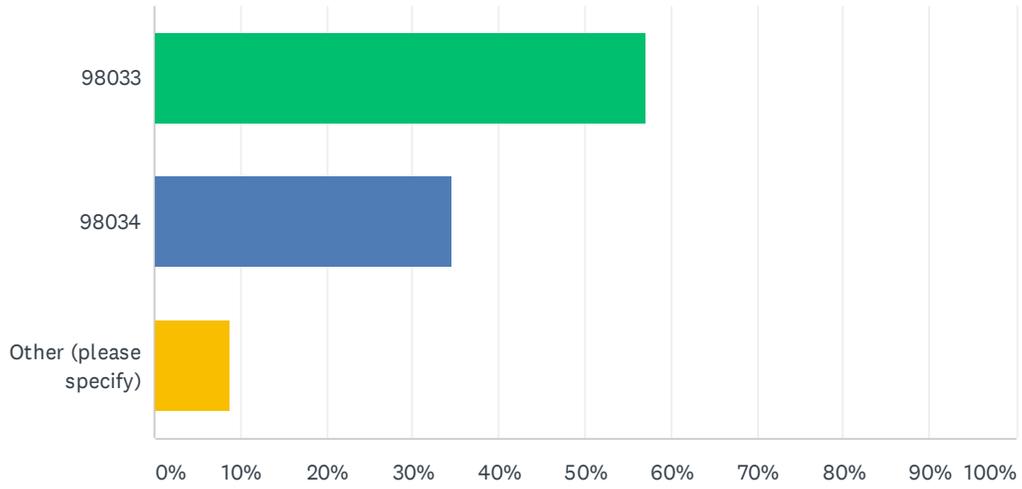
Answered: 1,164 Skipped: 114



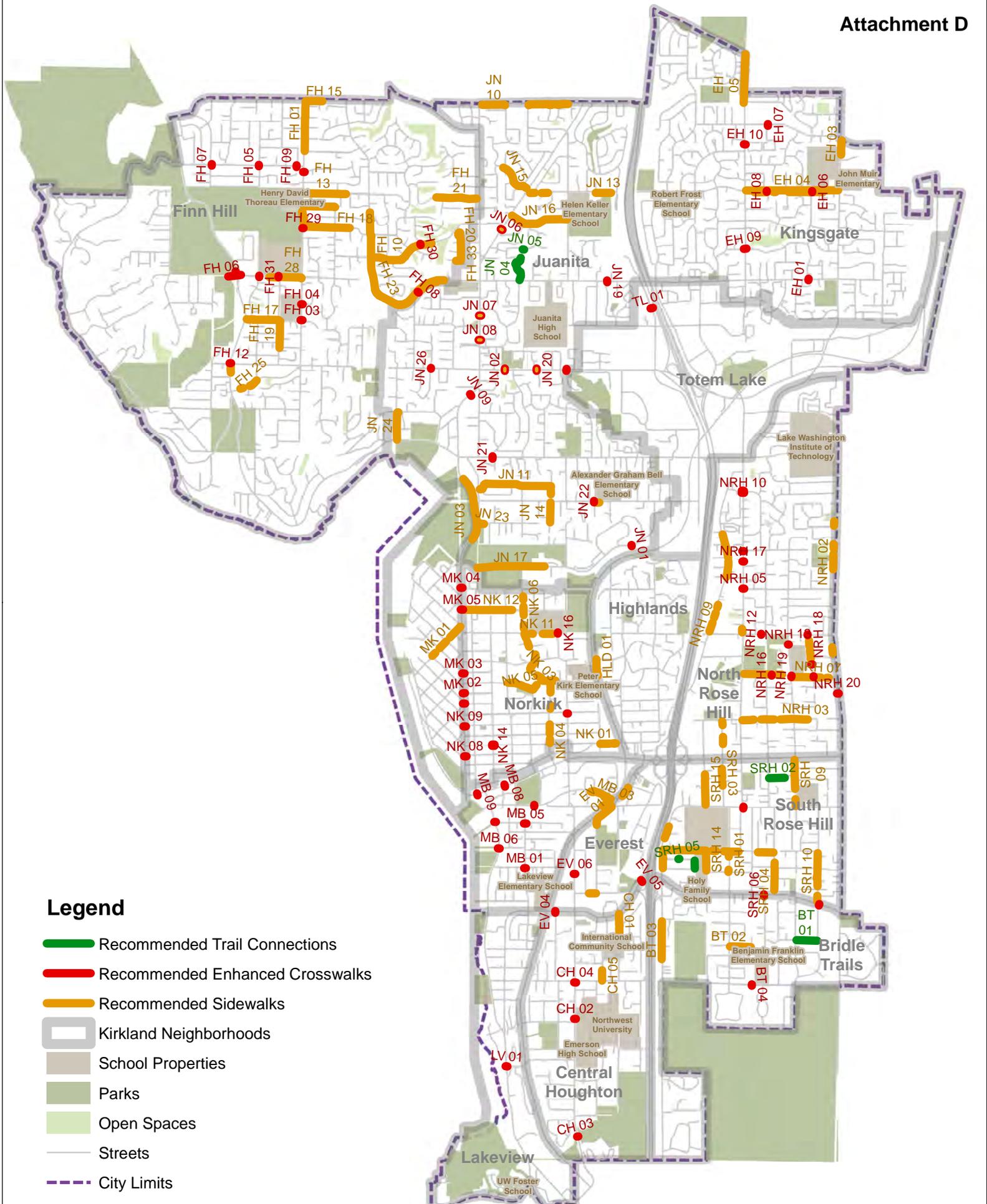
ANSWER CHOICES	RESPONSES	
Sight impairment	1.72%	20
Hearing impairment	1.63%	19
Require a mobility device	0.52%	6
Physical mobility limitations	8.08%	94
Psychological or emotional condition	1.72%	20
None	86.51%	1,007
Other (please specify)	2.58%	30
Total Respondents: 1,164		

## Q24 What is your zip code? (Optional)

Answered: 1,170 Skipped: 108



ANSWER CHOICES	RESPONSES	
98033	57.09%	668
98034	34.53%	404
Other (please specify)	8.80%	103
Total Respondents: 1,170		



**Legend**

- Recommended Trail Connections
- Recommended Enhanced Crosswalks
- Recommended Sidewalks
- Kirkland Neighborhoods
- School Properties
- Parks
- Open Spaces
- Streets
- City Limits

Walk Recommendations

## WALK RECOMMENDATION DESCRIPTIONS

Attachment D

Number	Type	Street	Start	End	Length Feet	Side of Street
BT 01	Connection	NE 65th St	128th Ave NE	130th Ave NE	614	
BT 02	Sidewalk	NE 65th St	122nd Ave NE	124th Ave NE	571	South
BT 03	Sidewalk	116th Ave NE	Approximately 6300 Block		1135	West
BT 04	Enhanced crosswalk lighting	NE 60th St	125th Ln NE			
CH 01	Sidewalk	112th Ave NE	NE 65th St	NE 68th St	510	East
CH 02	Enhanced crossing	108th Ave NE	North of NE 55th St			North
CH 03	Enhanced crosswalk lighting	108th Ave NE	NE 44th St			
CH 04	Enhanced crosswalk lighting	108th Ave NE	NE 60th St			
CH 05	Sidewalk	111th Ave NE	NE 60th St	NE 62nd St	308	West
EH 01	Enhanced crossing	NE 132nd Street	129th Pl NE			West
EH 02	Sidewalk	NE 140th St	131st Ave NE	124th Ave NE	1402	South
EH 03	Sidewalk	132nd Ave NE	North of NE 142nd Pl	NE 143rd Pl	431	East
EH 04	Sidewalk	NE 140th St	124th Ave NE	132nd Ave NE	2757	North
EH 05	Sidewalk	124th Ave NE	NE 145th St	City Limits	1386	West
EH 06	Enhanced crosswalk lighting	NE 140th St	129th Pl NE			
EH 07	Enhanced crosswalk lighting	NE 144th St	126th Ave NE			
EH 08	Enhanced crosswalk lighting	NE 140th St	126th Ave NE			
EH 09	Enhanced crossing	124th Ave NE	NE 134th Pl			
EH 10	Enhanced crossing	124th Ave NE	NE 143rd St			
EV 01	Sidewalk	Railroad St	8th St S	Kirkland Ave	673	South
EV 02	Sidewalk	9th Ave	8th St S	7th St S	206	North
EV 03	Sidewalk	Kirkland Way	East of CKC Bridge		306	East
EV 04	Enhanced crossing	NE 68th St	106th Ave NE			West
EV 05	Enhanced crosswalk lighting	NE 72nd Pl	S I-405 Offramp			
EV 06	Enhanced crosswalk lighting	6th St S	9th Ave S			

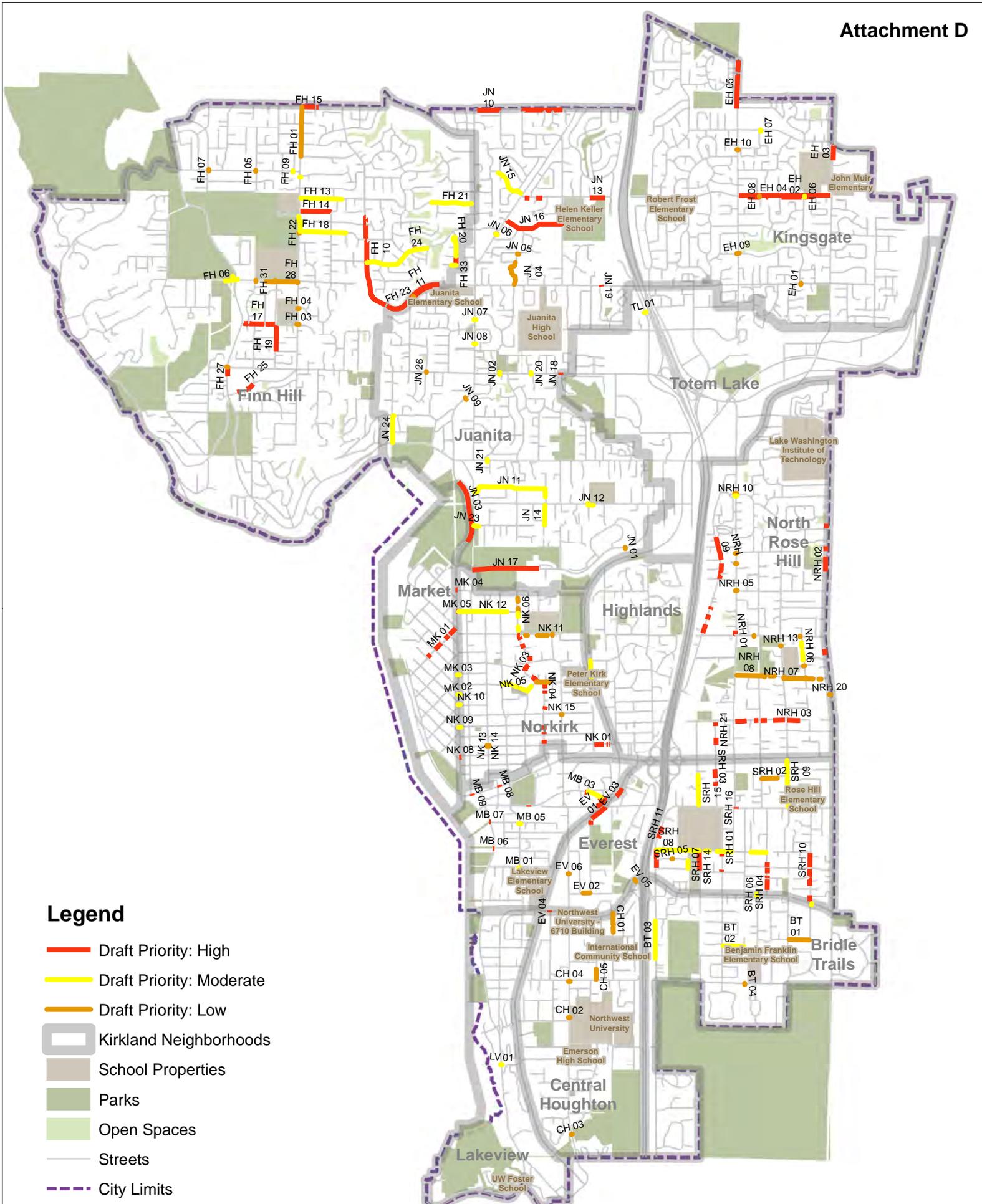
Number	Type	Street	Start	End	Length Feet	Side of Street
FH 01	Sidewalk	84th Ave NE	NE 142nd St	NE 145th St	1318	East
FH 03	Enhanced crossing	84th Ave NE	NE 128th St			North
FH 04	Enhanced crossing	84th Ave NE	NE 129th Pl			South
FH 05	Enhanced crossing	NE 141st St	80th Ave NE			West
FH 06	Enhanced crossing	Juanita Dr NE	NE 132nd St			North
FH 07	Enhanced crossing	NE 141st St	75th Ave NE			East
FH 08	Enhanced crossing	NE131st Way	94th Ave NE			North
FH 09	Enhanced crossing	NE 141st St	83rd Pl NE			West
FH 10	Sidewalk	90th Ave NE	NE 134th St	North of NE 137th Pl	1218	East
FH 11	Sidewalk	NE 131st Way	94th Ave NE	Approx 9600 Block	653	South
FH 12	Enhanced crossing	Juanita Dr NE	NE 124th St			North
FH 13	Sidewalk	NE 139th St	84th Ave NE	East of 87th Ave NE	1199	North
FH 14	Sidewalk	NE 138th St	84th Ave NE	87th Ave NE	931	South
FH 15	Sidewalk	NE 145th St	84th Ave	85th Ave	451	South
FH 16	Sidewalk	84th Ave NE	NE 137th Ct	NE 138th St	129	West
FH 17	Sidewalk	NE 128th St	Juanita Drive	82nd Ave NE	871	North
FH 18	Sidewalk	NE 137th St	84th Ave NE	88th Pl NE	1329	North
FH 19	Sidewalk	82nd Ave NE	NE 125th Ct	NE 128th St	793	West
FH 20	Sidewalk	98th Ave NE	NE 134th St	South of NE 136th St	736	West
FH 21	Sidewalk	NE 139th St	100th Ave NE	West of 97th Ave NE	1160	South
FH 22	Sidewalk	84th Ave NE	NE 137th St	NE 137th Ct	293	East
FH 23	Sidewalk	90th Ave NE/131st W	9600 Block	NE 134th Street	3382	North
FH 24	Sidewalk	NE 134th St/NE 135th	90th Ave NE	95th Ave NE	1826	South
FH 25	Sidewalk	NE 122nd Pl	Juanita Drive	80th Ave NE	356	North
FH 26	Enhanced crossing	84th Ave NE	NE 141st St			South

Number	Type	Street	Start	End	Length Feet	Side of Street
FH 27	Sidewalk	Juanita Drive	NE 123rd Street	NE 124th Street	250	East
FH 28	Sidewalk	NE 132nd Street	84th Ave NE	East of 82nd Ave NE	885	South
FH 29	Enhanced crosswalk lighting	84th Ave NE	NE 137th St			
FH 30	Enhanced crosswalk lighting	NE 136th St	94th Ave NE			
FH 31	Enhanced crosswalk lighting	NE 132nd St	80th Ave NE			
FH 32	Enhanced crosswalk lighting	NE 132nd St	82nd Ave NE			
FH 33	Sidewalk	98th Ave NE	NE 134th St	South NE 136th St	185	West
HLD 01	Sidewalk	110th Ave NE	CKC	NE 97th St	517	West
JN 01	Enhanced crossing	Forbes Creek Dr	Forbes Creek Trail			
JN 02	Enhanced crossing - Multi-lane Street	NE 124th Street	102rd Ave NE			West
JN 03	Sidewalk	98th Ave NE	Forbes Creek Dr	NE 110th St	1934	East
JN 04	Connection	103rd Pl NW	NE 132nd St	NE 133rd Ln	833	
JN 05	Connection	NE 135th Pl	NE 134th Ln	NE 135th Pl	43	
JN 06	Enhanced crossing - Multi-lane Street	Juanita-Woodinville W	NE 136th Pl			North
JN 07	Enhanced crossing - Multi-lane Street	100th Ave NE	NE 129th Pl			South
JN 08	Enhanced crossing - Multi-lane Street	100th Ave NE	NE 126th St			North
JN 09	Enhanced crossing	NE 120th Pl	NE 122nd Street			South
JN 10	Sidewalk	NE 145th St	100th Ave NE	108th Pl NE	1834	South
JN 11	Sidewalk	NE113th St/NE 113th	100th Ave NE	106th Ave NE	2428	North
JN 12	Sidewalk	NE 112th St	East of 111th Ave NE		117	South
JN 13	Sidewalk	NE 140th St	Juanita/Woodinville Way NE	113th Ave NE	789	South
JN 14	Sidewalk	106th Ave NE	NE 110th St	NE 112th St	596	East

Number	Type	Street	Start	End	Length Feet	Side of Street
JN 15	Sidewalk	NE 141st Pl/102nd Pl	Juanita Woodinville Way	101st Pl NE	870	South
JN 16	Sidewalk	NE 137th Pl	108th Ave NE	Juanita/Woodinville Way NE	1764	North
JN 17	Sidewalk	Forbes Creek Dr	NE 107th Pl	Market	2015	North
JN 18	Enhanced crossing	NE 124th St	108th Ct NE			West
JN 19	Enhanced crossing	NE 132nd St	111th Pl NE			East
JN 20	Enhanced crossing - Multi-lane Street	NE 124th St	105th Pl NE			West
JN 21	Enhanced crossing	NE 116th St	101st Pl NE			West
JN 22	Enhanced crossing	NE 112th St	111th Ave NE			West
JN 23	Sidewalk	NE 110th Street	100th Ave NE	West of 101st Ave NE	160	South
JN 24	Sidewalk	93rd Ave NE	Juanita Drive	NE 120th Street	839	East
JN 25	Sidewalk	NE 140th St	Juanita/Woodinville Way NE	113th Ave NE	1031	North
JN 26	Enhanced crosswalk lighting	NE 124th St	95th Pl NE			
JN 27	Enhanced crosswalk lighting	Juanita Woodinville Way	NE 137th St			
LV 01	Enhanced crossing	Lake Wash Blvd	North of NE 52nd St			North
MB 01	Enhanced crossing	State St S	7th Ave S			South
MB 02	Sidewalk	Kirkland Way	2nd Ave	8th St	591	South
MB 03	Sidewalk	Kirkland Way	2nd Ave	9th St	428	North
MB 05	Enhanced crossing	2nd Ave S	State St			South
MB 06	Enhanced crossing	Lake St	5th Ave S			South
MB 07	Enhanced crossing	Lake St	2nd Ave S			North
MB 08	Enhanced crossing	Central Way	Main St			East
MB 09	Enhanced crossing	Central Way	1st St			East
MB 10	Enhanced crossing	Kirkland Ave	KPC			East
MK 01	Sidewalk	6th St W	13th Ave W	Market St	799	North
MK 02	Enhanced crossing	Market St	12th Ave			North
MK 03	Enhanced crossing	Market St	14th Ave			South
MK 04	Enhanced crossing	Market	20th Ave			North
MK 05	Enhanced crossing	Market St	19th Ave			North
NK 01	Sidewalk	7th Ave	8th St	9th St	347	North
NK 02	Sidewalk	13th Ave	5th Pl	4th St	366	North
NK 03	Sidewalk	4th St	18th Ave	13th Ave	890	East
NK 04	Sidewalk	5th St	7th Ave	13th Ave	670	East
NK 05	Sidewalk	13th Ave	3rd St	Along 4th St	722	North

Number	Type	Street	Start	End	Length Feet	Side of Street
NK 06	Sidewalk	4th St	North of 19th Ave	20th Ave	216	East
NK 07	Sidewalk	4th St	North of 18th Ave	19th Ave	217	East
NK 08	Enhanced crossing	Market St	6th Ave			South
NK 09	Enhanced crossing	Market St	9th Ave			South
NK 10	Enhanced crossing	Market St	11th Ave			North
NK 11	Sidewalk	18th Ave	4th St	5th Pl	362	South
NK 12	Sidewalk	19th Ave	Market St	4th St	1298	North
NK 13	Enhanced crosswalk lighting	7th Ave	2nd St			
NK 14	Enhanced crosswalk lighting	7th Ave	2nd St			
NK 15	Enhanced crosswalk lighting	6th St	10th Ave			
NK 16	Enhanced crosswalk lighting	18th Ave	5th Pl			
NRH 01	Sidewalk	124th Ave NE	NE 100th St	NE 100th Pl	111	West
NRH 02	Sidewalk	132nd Ave NE	NE 110th Pl	NE 97th St	912	West
NRH 03	Sidewalk	NE 90th St	124th Ave NE	128th Way NE	1415	South
NRH 04	Enhanced crossing	124th Ave NE	NE 107th Pl			South
NRH 05	Enhanced crossing	124th Ave NE	NE 104th St			Noth
NRH 06	Sidewalk	130th Ave NE	NE 97th St	North of NE 98th Pl	407	West
NRH 07	Sidewalk	Ne 95th St	128th Ave NE	east of 130th Ave NE	886	south
NRH 08	Sidewalk	NE 95th St	124th Ave NE	West of 128th Ave NE	984	North
NRH 09	Sidewalk	Slater Ave NE	NE 100th Street	NE 108th Pl	1666	East
NRH 10	Enhanced crossing	124th Ave NE	NE 112th Pl			South
NRH 11	Enhanced crossing	124th Ave NE	NE 112th Pl			North
NRH 12	Enhanced crosswalk lighting	NE 100th St	126th Ave NE			
NRH 13	Enhanced crosswalk lighting	128th Ave NE	NE 99th Ln			
NRH 14	Enhanced crosswalk lighting	NE 95th St	130th Ave NE			
NRH 15	Enhanced crosswalk lighting	130th Ave NE	NE 96th Pl			

Number	Type	Street	Start	End	Length Feet	Side of Street
NRH 16	Enhanced crosswalk lighting	NE 95th St	126th Ave NE			
NRH 17	Enhanced crosswalk lighting	124th Ave NE	NE 107th St			
NRH 18	Enhanced crosswalk lighting	NE 100th St	130th Ave NE			
NRH 19	Enhanced crosswalk lighting	NE 95th St	128th Ave NE			
NRH 20	Enhanced crosswalk lighting	132nd Ave NE	NE 95th St			
NRH 21	Sidewalk	122nd Ave NE	NE 85th Street	NE 90th Street	328	East
SRH 01	Sidewalk	122nd Ave NE	NE 73rd St	NE 75th St	219	West
SRH 02	Connection	Rose Park Condomini	126th Ave NE	NE 83rd Ct	471	
SRH 03	Sidewalk	122nd Ave NE	NE 82nd Ln	NE 85th St	397	West
SRH 04	Sidewalk	126th Ave NE	NE 70th St	North of NE 73rd St	696	East
SRH 05	Connection	NE 74th St	11800 Block		35	
SRH 06	Enhanced crossing	NE 70th Street	125th Ave NE			West
SRH 07	Connection	119th Ave NE	NE 73rd St	NE 74th St	240	
SRH 08	Sidewalk	NE 75th St	126th Ave NE	116th Ave NE	2180	South
SRH 09	Sidewalk	128th Ave NE	NE 80th St	NE 85th St	1074	West
SRH 10	Sidewalk	130th Ave NE	NE 70th St	NE 75th St	1082	West
SRH 11	Sidewalk	116th Ave NE	South of NE 75th Pl	North of 75th Pl	328	East
SRH 13	Sidewalk	116th Ave NE	NE 73rd St	NE 75th St	519	East
SRH 14	Sidewalk	120th Ave NE	NE 75th St	NE 70th St	593	West
SRH 15	Sidewalk	120th Ave NE	NE 80th St	North of NE 83rd St	863	East
SRH 16	Enhanced crossing	NE 80th St	124th Ave NE			East
SRH 17	Enhanced crosswalk lighting	NE 70th Pl	130th Ave NE			
TL 01	Enhanced crossing	116th Ave NE	North of NE 128th St			North



Walk Recommendations Draft Priorities

## WALK RECOMMENDATION DRAFT PRIORITIES

Attachment D

Number	Type	Street	Start	End	Length Feet	Draft Priority
BT 01	Connection	NE 65th St	128th Ave NE	130th Ave NE	614	Low
BT 02	Sidewalk	NE 65th St	122nd Ave NE	124th Ave NE	571	Moderate
BT 03	Sidewalk	116th Ave NE	Approximately 6300 Block		1135	Moderate
BT 04	Enhanced crosswalk lighting	NE 60th St	125th Ln NE			Low
CH 01	Sidewalk	112th Ave NE	NE 65th St	NE 68th St	510	Low
CH 02	Enhanced crossing	108th Ave NE	North of NE 55th St			Low
CH 03	Enhanced crosswalk lighting	108th Ave NE	NE 44th St			Low
CH 04	Enhanced crosswalk lighting	108th Ave NE	NE 60th St			Low
CH 05	Sidewalk	111th Ave NE	NE 60th St	NE 62nd St	308	Low
EH 01	Enhanced crossing	NE 132nd Street	129th Pl NE			Low
EH 02	Sidewalk	NE 140th St	131st Ave NE	124th Ave NE	1402	High
EH 03	Sidewalk	132nd Ave NE	North of NE 142nd Pl	NE 143rd Pl	431	High
EH 04	Sidewalk	NE 140th St	124th Ave NE	132nd Ave NE	2757	High
EH 05	Sidewalk	124th Ave NE	NE 145th St	City Limits	1386	High
EH 06	Enhanced crosswalk lighting	NE 140th St	129th Pl NE			Moderate
EH 07	Enhanced crosswalk lighting	NE 144th St	126th Ave NE			Moderate
EH 08	Enhanced crosswalk lighting	NE 140th St	126th Ave NE			Low
EH 09	Enhanced crossing	124th Ave NE	NE 134th Pl			Low
EH 10	Enhanced crossing	124th Ave NE	NE 143rd St			Low
EV 01	Sidewalk	Railroad St	8th St S	Kirkland Ave	673	High
EV 02	Sidewalk	9th Ave	8th St S	7th St S	206	Low
EV 03	Sidewalk	Kirkland Way	East of CKC Bridge		306	High
EV 04	Enhanced crossing	NE 68th St	106th Ave NE			High
EV 05	Enhanced crosswalk lighting	NE 72nd Pl	S I-405 Offramp			Low
EV 06	Enhanced crosswalk lighting	6th St S	9th Ave S			Low

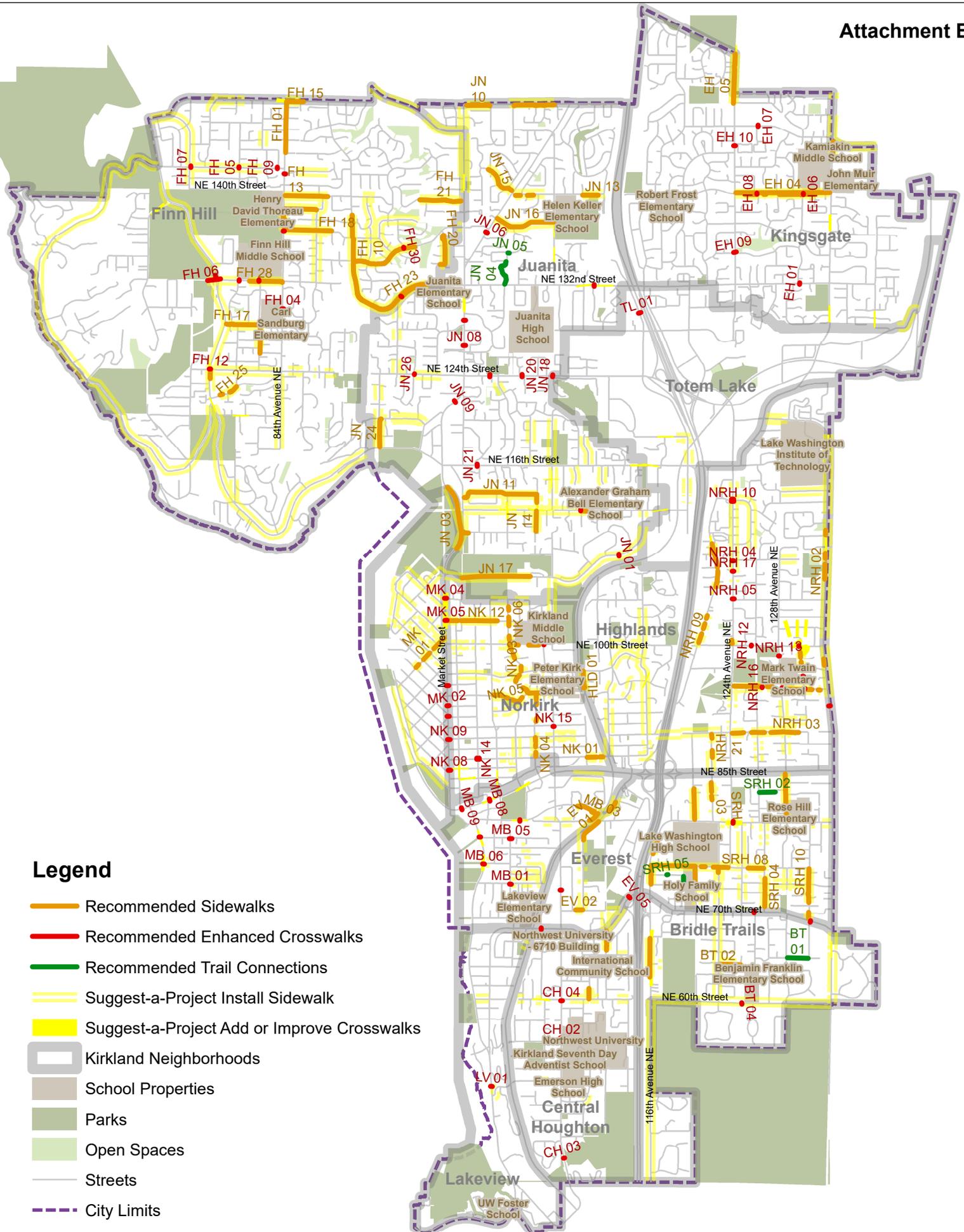
Number	Type	Street	Start	End	Length Feet	Relative Score
FH 01	Sidewalk	84th Ave NE	NE 142nd St	NE 145th St	1318	Low
FH 03	Enhanced crossing	84th Ave NE	NE 128th St			Low
FH 04	Enhanced crossing	84th Ave NE	NE 129th Pl			Low
FH 05	Enhanced crossing	NE 141st St	80th Ave NE			Low
FH 06	Enhanced crossing	Juanita Dr NE	NE 132nd St			Moderate
FH 07	Enhanced crossing	NE 141st St	75th Ave NE			Low
FH 08	Enhanced crossing	NE131st Way	94th Ave NE			Low
FH 09	Enhanced crossing	NE 141st St	83rd Pl NE			Moderate
FH 10	Sidewalk	90th Ave NE	NE 134th St	North of NE 137th Pl	1218	High
FH 11	Sidewalk	NE 131st Way	94th Ave NE	Approx 9600 Block	653	High
FH 12	Enhanced crossing	Juanita Dr NE	NE 124th St			Low
FH 13	Sidewalk	NE 139th St	84th Ave NE	East of 87th Ave NE	1199	Moderate
FH 14	Sidewalk	NE 138th St	84th Ave NE	87th Ave NE	931	High
FH 15	Sidewalk	NE 145th St	84th Ave	85th Ave	451	High
FH 16	Sidewalk	84th Ave NE	NE 137th Ct	NE 138th St	129	Moderate
FH 17	Sidewalk	NE 128th St	Juanita Drive	82nd Ave NE	871	High
FH 18	Sidewalk	NE 137th St	84th Ave NE	88th Pl NE	1329	Moderate
FH 19	Sidewalk	82nd Ave NE	NE 125th Ct	NE 128th St	793	High
FH 20	Sidewalk	98th Ave NE	NE 134th St	South of NE 136th St	736	Moderate
FH 21	Sidewalk	NE 139th St	100th Ave NE	West of 97th Ave NE	1160	Moderate
FH 22	Sidewalk	84th Ave NE	NE 137th St	NE 137th Ct	293	Moderate
FH 23	Sidewalk	90th Ave NE/131st W	9600 Block	NE 134th Street	3382	High
FH 24	Sidewalk	NE 134th St/NE 135th	90th Ave NE	95th Ave NE	1826	Moderate
FH 25	Sidewalk	NE 122nd Pl	Juanita Drive	80th Ave NE	356	High
FH 26	Enhanced crossing	84th Ave NE	NE 141st St			Moderate

Number	Type	Street	Start	End	Length Feet	Relative Score
FH 27	Sidewalk	Juanita Drive	NE 123rd Street	NE 124th Street	250	High
FH 28	Sidewalk	NE 132nd Street	84th Ave NE	East of 82nd Ave NE	885	Low
FH 29	Enhanced crosswalk lighting	84th Ave NE	NE 137th St			Low
FH 30	Enhanced crosswalk lighting	NE 136th St	94th Ave NE			Low
FH 31	Enhanced crosswalk lighting	NE 132nd St	80th Ave NE			Low
FH 32	Enhanced crosswalk lighting	NE 132nd St	82nd Ave NE			Low
FH 33	Sidewalk	98th Ave NE	NE 134th St	South NE 136th St	185	High
HLD 01	Sidewalk	110th Ave NE	CKC	NE 97th St	517	Moderate
JN 01	Enhanced crossing	Forbes Creek Dr	Forbes Creek Trail			Low
JN 02	Enhanced crossing - Multi-lane Street	NE 124th Street	102rd Ave NE			Moderate
JN 03	Sidewalk	98th Ave NE	Forbes Creek Dr	NE 110th St	1934	High
JN 04	Connection	103rd Pl NW	NE 132nd St	NE 133rd Ln	833	Low
JN 05	Connection	NE 135th Pl	NE 134th Ln	NE 135th Pl	43	Low
JN 06	Enhanced crossing - Multi-lane Street	Juanita-Woodinville W	NE 136th Pl			Moderate
JN 07	Enhanced crossing - Multi-lane Street	100th Ave NE	NE 129th Pl			Moderate
JN 08	Enhanced crossing - Multi-lane Street	100th Ave NE	NE 126th St			Moderate
JN 09	Enhanced crossing	NE 120th Pl	NE 122nd Street			Low
JN 10	Sidewalk	NE 145th St	100th Ave NE	108th Pl NE	1834	High
JN 11	Sidewalk	NE113th St/NE 113th	100th Ave NE	106th Ave NE	2428	Moderate
JN 12	Sidewalk	NE 112th St	East of 111th Ave NE		117	Moderate
JN 13	Sidewalk	NE 140th St	Juanita/Woodinville Way NE	113th Ave NE	789	High
JN 14	Sidewalk	106th Ave NE	NE 110th St	NE 112th St	596	Moderate

Number	Type	Street	Start	End	Length Feet	Relative Score
JN 15	Sidewalk	NE 141st Pl/102nd Pl	Juanita Woodinville Way	101st Pl NE	870	Moderate
JN 16	Sidewalk	NE 137th Pl	108th Ave NE	Juanita/Woodinville Way NE	1764	High
JN 17	Sidewalk	Forbes Creek Dr	NE 107th Pl	Market	2015	High
JN 18	Enhanced crossing	NE 124th St	108th Ct NE			High
JN 19	Enhanced crossing	NE 132nd St	111th Pl NE			High
JN 20	Enhanced crossing - Multi-lane Street	NE 124th St	105th Pl NE			Moderate
JN 21	Enhanced crossing	NE 116th St	101st Pl NE			Moderate
JN 22	Enhanced crossing	NE 112th St	111th Ave NE			Moderate
JN 23	Sidewalk	NE 110th Street	100th Ave NE	West of 101st Ave NE	160	Moderate
JN 24	Sidewalk	93rd Ave NE	Juanita Drive	NE 120th Street	839	Moderate
JN 25	Sidewalk	NE 140th St	Juanita/Woodinville Way NE	113th Ave NE	1031	Moderate
JN 26	Enhanced crosswalk lighting	NE 124th St	95th Pl NE			Low
JN 27	Enhanced crosswalk lighting	Juanita Woodinville Way	NE 137th St			Low
LV 01	Enhanced crossing	Lake Wash Blvd	North of NE 52nd St			Moderate
MB 01	Enhanced crossing	State St S	7th Ave S			Moderate
MB 02	Sidewalk	Kirkland Way	2nd Ave	8th St	591	High
MB 03	Sidewalk	Kirkland Way	2nd Ave	9th St	428	Moderate
MB 05	Enhanced crossing	2nd Ave S	State St			Moderate
MB 06	Enhanced crossing	Lake St	5th Ave S			High
MB 07	Enhanced crossing	Lake St	2nd Ave S			High
MB 08	Enhanced crossing	Central Way	Main St			High
MB 09	Enhanced crossing	Central Way	1st St			High
MB 10	Enhanced crossing	Kirkland Ave	KPC			High
MK 01	Sidewalk	6th St W	13th Ave W	Market St	799	High
MK 02	Enhanced crossing	Market St	12th Ave			Moderate
MK 03	Enhanced crossing	Market St	14th Ave			Moderate
MK 04	Enhanced crossing	Market	20th Ave			High
MK 05	Enhanced crossing	Market St	19th Ave			High
NK 01	Sidewalk	7th Ave	8th St	9th St	347	High
NK 02	Sidewalk	13th Ave	5th Pl	4th St	366	Low
NK 03	Sidewalk	4th St	18th Ave	13th Ave	890	High
NK 04	Sidewalk	5th St	7th Ave	13th Ave	670	High
NK 05	Sidewalk	13th Ave	3rd St	Along 4th St	722	Moderate

Number	Type	Street	Start	End	Length Feet	Relative Score
NK 06	Sidewalk	4th St	North of 19th Ave	20th Ave	216	Low
NK 07	Sidewalk	4th St	North of 18th Ave	19th Ave	217	Moderate
NK 08	Enhanced crossing	Market St	6th Ave			High
NK 09	Enhanced crossing	Market St	9th Ave			Moderate
NK 10	Enhanced crossing	Market St	11th Ave			Moderate
NK 11	Sidewalk	18th Ave	4th St	5th Pl	362	Low
NK 12	Sidewalk	19th Ave	Market St	4th St	1298	Moderate
NK 13	Enhanced crosswalk lighting	7th Ave	2nd St			Low
NK 14	Enhanced crosswalk lighting	7th Ave	2nd St			Low
NK 15	Enhanced crosswalk lighting	6th St	10th Ave			Low
NK 16	Enhanced crosswalk lighting	18th Ave	5th Pl			Low
NRH 01	Sidewalk	124th Ave NE	NE 100th St	NE 100th Pl	111	High
NRH 02	Sidewalk	132nd Ave NE	NE 110th Pl	NE 97th St	912	High
NRH 03	Sidewalk	NE 90th St	124th Ave NE	128th Way NE	1415	High
NRH 04	Enhanced crossing	124th Ave NE	NE 107th Pl			Low
NRH 05	Enhanced crossing	124th Ave NE	NE 104th St			Low
NRH 06	Sidewalk	130th Ave NE	NE 97th St	North of NE 98th Pl	407	Moderate
NRH 07	Sidewalk	Ne 95th St	128th Ave NE	east of 130th Ave NE	886	Low
NRH 08	Sidewalk	NE 95th St	124th Ave NE	West of 128th Ave NE	984	Low
NRH 09	Sidewalk	Slater Ave NE	NE 100th Street	NE 108th Pl	1666	High
NRH 10	Enhanced crossing	124th Ave NE	NE 112th Pl			Moderate
NRH 11	Enhanced crossing	124th Ave NE	NE 112th Pl			Low
NRH 12	Enhanced crosswalk lighting	NE 100th St	126th Ave NE			Low
NRH 13	Enhanced crosswalk lighting	128th Ave NE	NE 99th Ln			Low
NRH 14	Enhanced crosswalk lighting	NE 95th St	130th Ave NE			Low
NRH 15	Enhanced crosswalk lighting	130th Ave NE	NE 96th Pl			Low

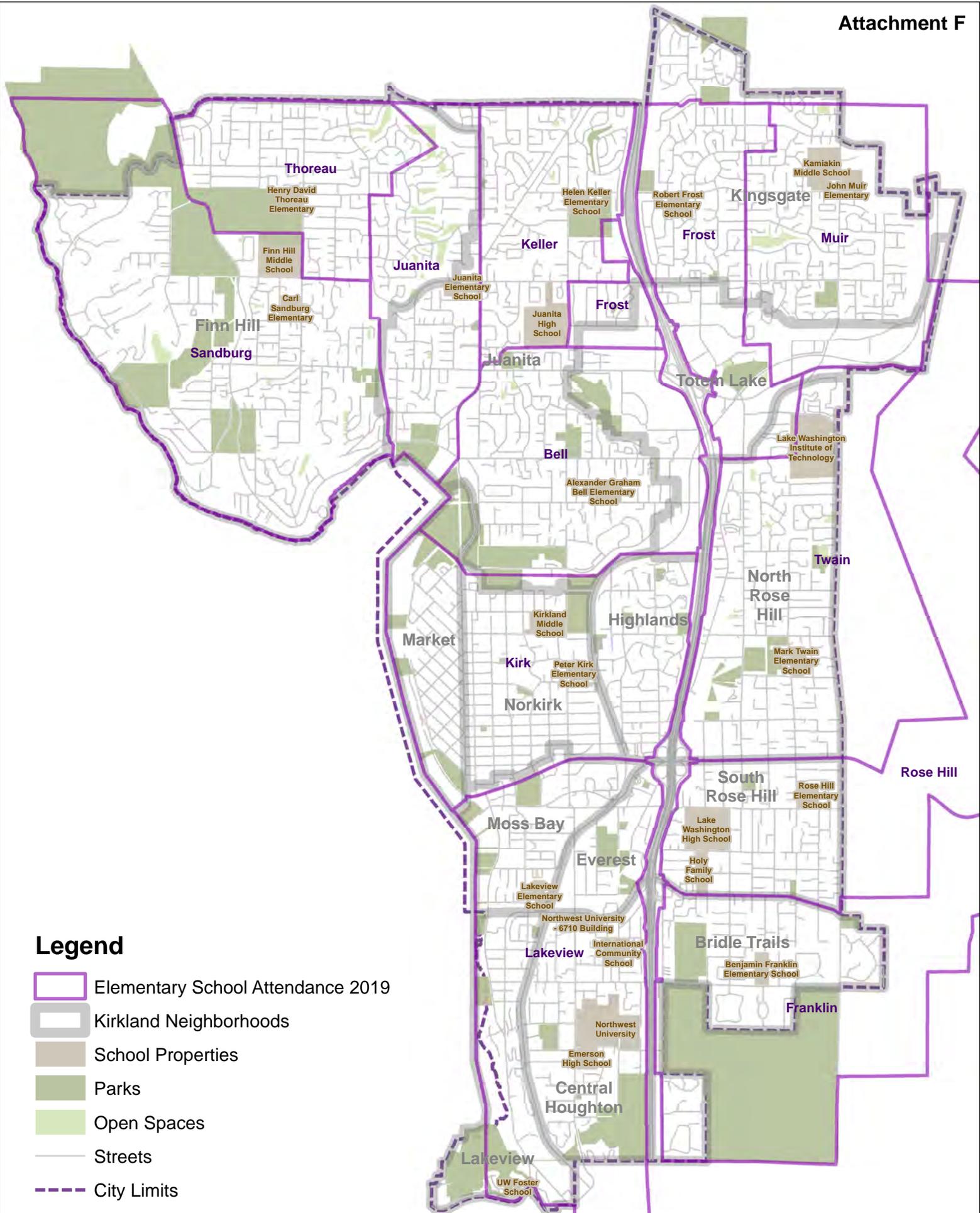
Number	Type	Street	Start	End	Length Feet	Relative Score
NRH 16	Enhanced crosswalk lighting	NE 95th St	126th Ave NE			Low
NRH 17	Enhanced crosswalk lighting	124th Ave NE	NE 107th St			Low
NRH 18	Enhanced crosswalk lighting	NE 100th St	130th Ave NE			Low
NRH 19	Enhanced crosswalk lighting	NE 95th St	128th Ave NE			Low
NRH 20	Enhanced crosswalk lighting	132nd Ave NE	NE 95th St			Low
NRH 21	Sidewalk	122nd Ave NE	NE 85th Street	NE 90th Street	328	High
SRH 01	Sidewalk	122nd Ave NE	NE 73rd St	NE 75th St	219	High
SRH 02	Connection	Rose Park Condomini	126th Ave NE	NE 83rd Ct	471	Low
SRH 03	Sidewalk	122nd Ave NE	NE 82nd Ln	NE 85th St	397	High
SRH 04	Sidewalk	126th Ave NE	NE 70th St	North of NE 73rd St	696	High
SRH 05	Connection	NE 74th St	11800 Block		35	Low
SRH 06	Enhanced crossing	NE 70th Street	125th Ave NE			Moderate
SRH 07	Connection	119th Ave NE	NE 73rd St	NE 74th St	240	Moderate
SRH 08	Sidewalk	NE 75th St	126th Ave NE	116th Ave NE	2180	Moderate
SRH 09	Sidewalk	128th Ave NE	NE 80th St	NE 85th St	1074	Moderate
SRH 10	Sidewalk	130th Ave NE	NE 70th St	NE 75th St	1082	High
SRH 11	Sidewalk	116th Ave NE	South of NE 75th Pl	North of 75th Pl	328	High
SRH 13	Sidewalk	116th Ave NE	NE 73rd St	NE 75th St	519	High
SRH 14	Sidewalk	120th Ave NE	NE 75th St	NE 70th St	593	High
SRH 15	Sidewalk	120th Ave NE	NE 80th St	North of NE 83rd St	863	Moderate
SRH 16	Enhanced crossing	NE 80th St	124th Ave NE			High
SRH 17	Enhanced crosswalk lighting	NE 70th Pl	130th Ave NE			Moderate
TL 01	Enhanced crossing	116th Ave NE	North of NE 128th St			Moderate



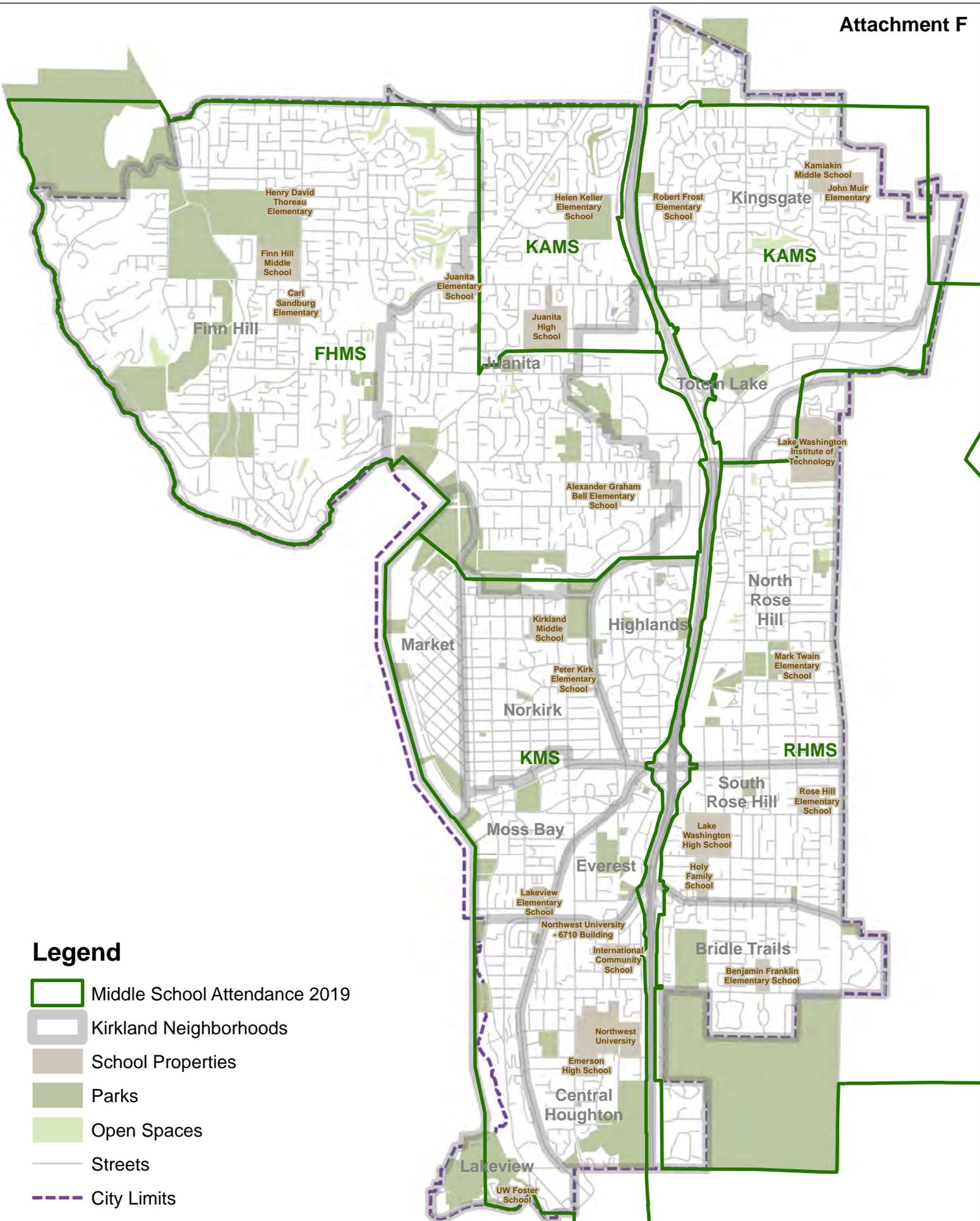
**Legend**

- Recommended Sidewalks
- Recommended Enhanced Crosswalks
- Recommended Trail Connections
- Suggest-a-Project Install Sidewalk
- Suggest-a-Project Add or Improve Crosswalks
- Kirkland Neighborhoods
- School Properties
- Parks
- Open Spaces
- Streets
- City Limits

**Walk Recommendations & Suggest-a-Project**



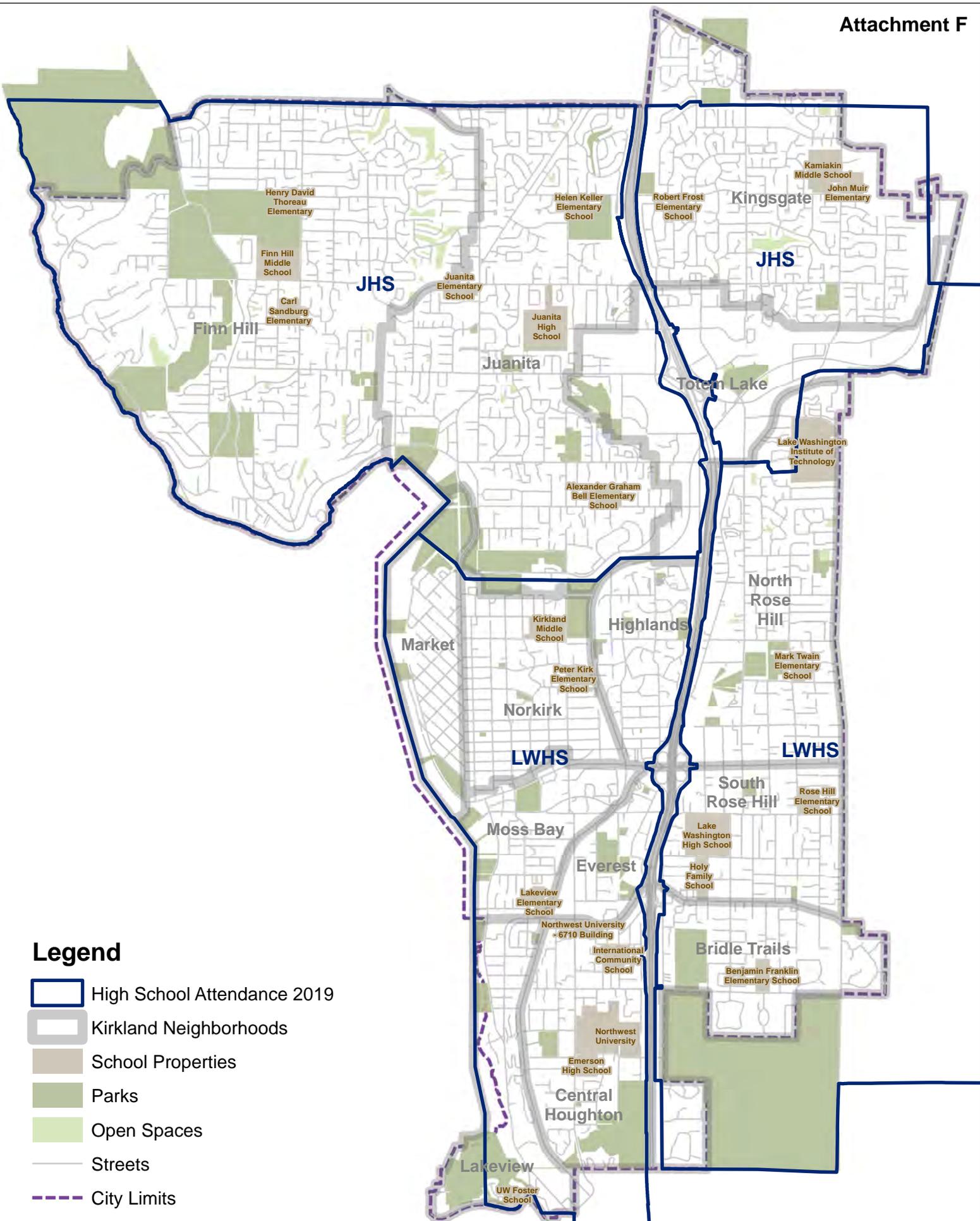
Elementary School Attendance Areas



**Legend**

- Middle School Attendance 2019
- Kirkland Neighborhoods
- School Properties
- Parks
- Open Spaces
- Streets
- City Limits

Middle School Attendance Areas



High School Attendance Areas