



CITY OF KIRKLAND
City Manager's Office
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www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kari Page, Senior Neighborhood Services Outreach Coordinator
Joel Pfundt, Transportation Manager
Rod Steitzer, Capital Improvement Program Manager
James Lopez, Assistant City Manager
Julie Underwood, Interim Director of Public Works

Date: July 23, 2020

Subject: SAFER ROUTES TO SCHOOL ACTION PLANS

RECOMMENDATION:

It is recommended that the City Council receive a briefing and give direction about the Safer Routes to School Action Plans that have been under development since April 2019. Specifically, staff is seeking comment on any change the Council would like to see based on its review of the final draft plans (see Attachment A).

BACKGROUND DISCUSSION:

The Lake Washington School District reports that enrollments are up 26-percent over the last ten years, and projections suggest that this trend will continue, with an additional 2,000 students 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)

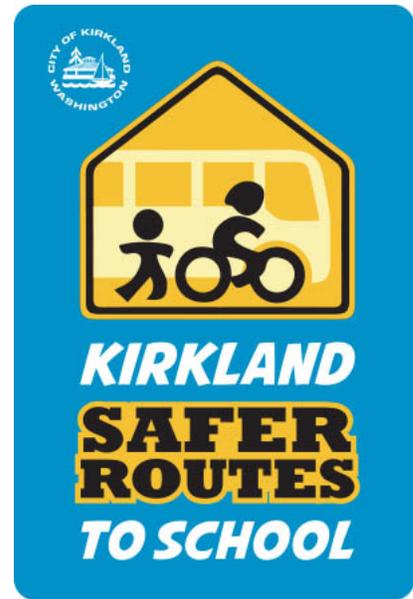
The City Manager directed staff to work in partnership with the Lake Washington School District, law enforcement, engineering design professionals, students, parents, and neighborhoods to identify key steps to make walking, biking, and riding the bus to school safer, more convenient, and fun.

This memo includes a description of what is included in the Safer Routes to School Action Plans, policy direction that guided the process, the outreach methods used in the development of the walk recommendations, and highlights from the Safer Routes to School Action Plans.

Safer Routes to School Action Plans Elements

The Safer Routes to School Action Plans include the following seven elements.

- **Engagement** means listening to students, families, school administrators, and community members throughout the decision-making process to ensure the public's concerns and aspirations are consistently understood and considered.
- **Equity** is about fair and equitable distribution of resources and ensuring safe, healthy, and fair outcomes for low-income students, students of color, and students with disabilities.
- **Education** strategies, undertaken in cooperation with the Lake Washington School District, improve safe walking and bicycling skills for all students and community members.
- **Encouragement** strategies are about having fun and getting more students walking and biking to and from school. Encouragement also embraces and promotes riding the bus and carpooling as simple, safe, cost-effective, and environmentally friendly options.
- **Enforcement** activities increase the safety of students walking and biking to school by targeting unsafe driving behavior. Such behavior includes speeding, failing to yield to pedestrians and bicyclists, illegal parking, and illegal turns in school areas.
- **Engineering** is the design and implementation of traffic control devices and physical improvements to make walking, biking, and busing to school safer and more convenient and comfortable.
- **Evaluation** includes collecting information and tracking data over time to measure the effectiveness of methods and practices in the Safer Routes to School Action Plans.



Policy Direction

The creation of the Safer Routes to School Actions Plans was informed by various sources of policy, including:

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 who live beyond a one-mile radius of the student's school, unless the District has reviewed walk routes and determined that 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 B for Lake Washington School District attendance areas and Attachment C Lake Washington School District 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 District's [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 must accompany the student both to school and on the return home.

F. City Council Direction:

At the April 21, 2020 City Council meeting, staff updated the Council on the progress of the Safer Routes to School Action Plan initiative and provided methodologies, data, and findings from the year-long effort. The Council directed staff to move forward with the Engineering element of the Action Plans and to use on-line public engagement tools to obtain feedback on the walk recommendations.

The Council also provided the following direction:

- 1) Once the walk recommendations have been adopted, create an interactive map showing existing sidewalks, crosswalks, bus routes, and elementary school walk routes to help families plan their routes to school.
- 2) Evaluate all walkways behind extruded curbs in Kirkland and include walk recommendations for sections that do not meet the minimum sidewalk standards (at least 4-foot minimum width, smooth surface, and no crumbling or broken sections of curb). The following walk recommendations were confirmed:
 - FH24: NE 122nd Place/NE 123rd Street
 - FH01: 84th Avenue NE (small section north of NE 123rd Street)
 - FH02: 87th Avenue NE (small section north of NE 132nd Street)
 - SRH09: 122nd Avenue NE (between NE 70th Place and NE 75th Street)
 - *Not included:* NE 134th Street (east of 87th Avenue NE) one small section of this new extruded curb walkway does not meet the 4-foot standard. Public Works Maintenance is scheduled to widen this section to make it compliant.
- 3) Coordinate with the Active Transportation Plan to update design standards to make it easier to do low cost, interim safety improvements.

Outreach Methods:

Below is an account of staff's outreach and engagement process for 2019 and 2020. The presence of the coronavirus and the resulting pandemic substantially slowed the momentum of the Safer Route to School Initiative during the spring months of 2020, when staff was counting on students being active, parents being engaged in this process, and neighborhoods providing forums for public engagement. The Governor's Stay Home, Stay Safe order required staff to pause and rethink the speed and approach to many of the Safer Routes to School Action Plan elements.

2019: Staff began working on the Safer Routes to School initiative in April 2019. The first 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 that phase, staff published an on-line survey in November 2019 to gauge how many students were walking, biking, and riding the bus to

school 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 1: 2019 Safer Routes to School Action Plans Outreach

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

2020: In January 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 and the plan was to discuss recommended improvements and provide input about the draft Action Plans. The meetings also were to have been used to promote the Safe and Active Transportation Summit that had been scheduled for Saturday, March 28. However, because of the pandemic, all the scheduled neighborhood meetings and the Summit were cancelled.

As part of the April 21, 2020 City Council update on the draft Action Plans, the Council directed staff to use on-line public engagement tools to obtain feedback on the walk recommendations.

Outreach for Engineering Element of Action Plans:

After consulting with several active PTA and Neighborhood Association Representatives, staff was told parents—many of whom had become default teachers and all-day childcare providers because of the pandemic—would have the most time and energy to engage with the City on this important initiative beginning in June 2020. Staff launched an extensive outreach effort for the entire month of June 2020, which gave families ample time to provide input on the walk recommendations.

Table 2: 2020 Actions

2020 Month	Public Input	Plan Development
January February	<ul style="list-style-type: none"> • Online Safe and Active Transportation Survey • Transportation Commission Meeting 	<ul style="list-style-type: none"> • Toole Design (consultant) Engineering Analysis • Data Analysis • Meetings with Police Department (Traffic, Neighborhood Resource Officer, School Resource Officers)
March April May		<ul style="list-style-type: none"> • City Council update • Refine Walk Recommendations and Prioritization Criteria • Draft Action Plans • Develop Interactive Map
June July	<ul style="list-style-type: none"> • Neighborhood zoom meetings to discuss Walk Recommendations, prioritization criteria, and voting instructions. • Public comment and voting on draft Walk Recommendations via Interactive Map 	<ul style="list-style-type: none"> • Edit Draft Action Plans • Incorporate public input scores into Walk Recommendation priorities • Finalize Walk Recommendations and priorities
August	<ul style="list-style-type: none"> • Report back to public on final Action Plans 	<ul style="list-style-type: none"> • City Council Presentation of Draft Action Plans
September - Ongoing	<ul style="list-style-type: none"> • Implementation of Action Plans 	<ul style="list-style-type: none"> • Council Adoptions of Action Plans • Speed Study • Circulation Study • Action Plan Implementation: <ul style="list-style-type: none"> ○ Engagement ○ Equity ○ Education ○ Encouragement ○ Enforcement ○ Engineering • Evaluation

Staff used three methods of engaging the public in Kirkland’s Safer Routes to School initiative: in-person public engagement, digital outreach and promotion, and interactive on-line engagement.

1. In-person public engagement:

In-person public engagement included individual and group meetings (in-person meetings were replaced by Zoom meetings following the outbreak of the pandemic). 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 were:

Table 3: Outreach Events

Events and Meetings	Quantity	*Attendance
Neighborhood Association Meetings <i>Highlands, Moss Bay, Juanita, South Rose Hill/Bridle Trails, Central Houghton, North Rose Hill, Everest, Norkirk, Evergreen Hill, Market, Finn Hill</i>	30	544
Walk and Bike to School Month Events <i>Twain, Kirk, Sandberg, Keller, Thoreau, Rose Hill, Juanita, Bell, Franklin, Lakeview</i>	9	**550
Community Event Booth Experiences <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
Interest Group Meetings <i>Kirkland Youth Council, Sustainability Ambassadors, Kiwanis, PTA District Board, school site visits (with parents, school administration, or PTA Chairs)</i>	11	204
Community Meetings at City Hall <i>June 15 Community Meeting, October 19 Stainability Summit</i>	2	142
SUBTOTAL	61	2,090

*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.

2. Digital outreach and promotion:

Digital outreach efforts were a focus throughout the project. Postings increased awareness of the Safer Routes to School initiative and directed people to the in-person events as well as the interactive online opportunities. Digital outreach became more important during the pandemic.

Table 4: Digital Outreach Techniques*

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

*Metrics current as of July 16, 2020.

** "Views" defined as: Facebook Reach, Twitter Impressions, Email Unique Opens, Webpage Unique Visits, YouTube Views, and Facebook 1m Video Views.

3. Interactive online engagement:

In-person and digital outreach were used to draw people to the on-line engagement tools including Suggest-A-Project, the Safe and Active Transportation Survey, and the interactive map for commenting and voting on the walk recommendations. Based on input from a sample of stakeholders and staff discussion, the decision was made that on-line engagement would be easier for parents of school age children than attending meetings. This proved to be even more important during the pandemic.

Table 5: Interactive Online Techniques

Interactive Online	Participants
Suggest-A-Project <i>Interactive map used to suggest walk and bike improvements.</i>	178
Safe and Active Transportation Survey <i>Only those who identified themselves as having school-age children.</i>	490
Walk Recommendation Survey (interactive map) <i>June 2020 online voting of Walk Recommendations</i>	630
SUBTOTAL	1,298

Highlights to the Safer Routes to School Action Plans:

A. Status of the Engagement, Equity, Education, Encouragement, and Enforcement Elements

COVID slowed the momentum with students, families, and school administration for Safer Routes to School. The circulation study, speed studies, projects being done by the Sustainability Ambassadors, and incentive programs were all put on hold. The Action Plans outline steps that can be taken when schools return to normal. With the uncertainty over

the City’s budget because of the pandemic, caution was used when laying out expectations for accomplishments. The actions in the plans rely upon current staffing levels and involve partnering with the Lake Washington School District and other agencies on implementation.

B. Engineering

- The [on-line voting](#) of June 2020 was a success with 630 people voting on the 133 walk recommendations. The breakdown by neighborhood is listed below. In general, just under 1-percent of the Kirkland population participated in the prioritization of the [walk recommendations](#).

Table 6: Walk Recommendation Votes by Neighborhood

Neighborhood	Households*	Votes	% of total Households
Finn Hill	15,493	155	1.00%
Evergreen Hill	11,888	32	0.27%
Totem Lake	2,824	0	0.00%
Juanita	18,796	90	0.48%
Highlands	2,694	32	1.19%
Market	1,967	27	1.37%
Norkirk	4,201	95	2.26%
Central Houghton	4,024	39	0.97%
Everest	1,373	8	0.58%
Lakeview	3,383	1	0.03%
Moss Bay	6,438	14	0.22%
North Rose Hill	8,170	61	0.75%
South Rose Hill/Bridle Trails	5,989	42	0.70%
Not specified	-	34	1.00%
Total	87,240	630	0.72%

* 2019 estimated population

Public voting was important in developing community-based recommendations but did not dictate which projects would score the most overall. See Attachment D for how the public vote was combined with the technical criteria and weights assigned to establish the [overall priority](#) of each project. As can be seen in Table 7, below, even some of the highest vote winners ended up in the medium priority group because of the technical safety considerations inherent in the overall prioritization criteria.

Table 7: Walk Recommendation with the Most Votes

Top Votes	Project Number	Overall Priority	Project Type	Location
1	NK 12	Medium	Sidewalk	19th Ave. from Market St. to 4th St.
2	FH 22	High	Sidewalk	90th Ave. NE/131st Way/NE 132nd St. from 9600 Block to NE 134th St.
3	FH 23	Medium	Sidewalk	NE 134th St./NE 135th St./NE 136th St.t from 90th Ave. NE to 95th Ave. NE
4	JN 08	Medium	Sidewalk	NE 145th St. from 100th Ave NE to 108th Pl. NE
5	NK 03	Medium	Sidewalk	4th St. from 18th Ave. to 13th Ave.
6	CH 05	Low	Sidewalk	111th Ave. NE from 110th Ave. NE to NE 49th St.
7	FH 09	High	Sidewalk	90th Ave. NE from NE 134th St.t to north of NE 137th Pl.

Projects were categorized into high, medium, and low based upon their total score. As part of the [interactive map](#), participants were invited to comment on projects. Those comments are provided in Attachment E. Generally, comments were pointing out observations about the need for a particular project.

The highest-ranking projects in each neighborhood are listed below. There is a planning level estimate of \$13M for the 17,232 linear feet (3.26 linear miles) of high priority sidewalks. The estimate is based on a general per-linear-foot (\$750/linear foot) basis extrapolated from the most recent (2019) school walk routes sidewalk projects.

Projects that scored highest in other neighborhoods were typically those on arterials and collectors where speeds and volumes are greater. Projects on "roadway risk factor" streets (streets with multiple traffic lanes, multiple crash reports, higher traffic speeds, or higher volumes), such as NE 68th/70th Street and NE 124th Street, tend to be in the high category. The smaller neighborhoods with fewer arterials and collectors have lower-ranking projects.

Central Houghton

CH01 Low Sidewalk: 112th Avenue NE from NE 65th Street to NE 68th Street
CH03 Low Enhance crosswalk lighting: 108th Avenue NE south of NE 44th Street

Evergreen Hill

EH04 High Sidewalk: 124th Avenue NE from NE 145th Street to City Limits
EH09 High Enhance crossing: 124th Avenue NE at NE 143rd Street

Everest

EV04 High Enhance crossing: NE 68th Street at 106th Avenue NE
EV05 High Enhance crosswalk lighting: NE 72nd Pl north of S I-405 Offramp

Finn Hill

FH22 High Sidewalk: 90th Avenue NE/131 St Way/NE 132nd Street from 9600 Block to NE 134th Street
FH11 High Enhance crossing: Juanita Drive NE at NE 124th Street

Highlands

HLD01 Low Sidewalk: 110th Avenue NE from CKC to NE 97th Street

Juanita

JN17 High Enhance crossing: NE 132nd Street at 111th Place NE
JN02 High Enhance crossing - Multi-lane Street: NE 124th Street at 102rd Avenue NE

Lakeview

LV01 High Enhance crossing: Lake Wash Boulevard north of NE 52nd Street

Moss Bay

MB01 High Enhance crossing: State Street S at 7th Avenue S
MB04 High Enhance crossing: 2nd Avenue S at State Street

Market

MK05 High Enhance crossing: Market Street at 19th Avenue
MK02 High Enhance crossing: Market Street at 12th Avenue

Norkirk

NK09 High Enhance crossing: Market Street at 9th Avenue
NK01 High Sidewalk: 7th Ave from 8th St to 9th St

North Rose Hill

NRH02 High Sidewalk: 132nd Avenue NE from NE 110th Pl to NE 97th Street
NRH03 High Sidewalk: NE 90th Street from 124th Avenue NE to 128th Way NE

South Rose Hill/Bridle Trails

SRH08 High Sidewalk: 116th Avenue NE south of NE 75th Place north of 75th Place
SRH13 High Enhance crossing: NE 80th Street at 124th Avenue NE

Totem Lake

TL01 Med Enhance crossing: 116th Avenue NE north of NE 128th Street

C. Evaluation and Funding

The Safer Routes to School Action Plans provide an overall listing of project priorities across all neighborhoods. Establishing priorities across the entire City provides a consistent, transparent, and easily understood funding rationale for policy makers. The Safer Routes to School Action Plans communicate to the public how funding decisions are made for an equitable distribution of resources.

At the April 21, 2020 City Council update, the walk recommendations included 28 of the 46 light deficient crosswalks from the Neighborhood Street Light Program. Sixteen of the 28 have been completed or submitted to PSE for evaluations and funding. To date, the City has spent \$122,000 of the \$198,000 one-time fund. The remaining 12 light deficient crosswalks in the Action Plans are in the City's Transportation Group list of the next priority high risk light-deficient crosswalk sites. There is \$76,000 remaining in the Neighborhood Street Light Program.

Expectations for implementing the Action Plans are contingent upon when students return to school, traffic patterns returning to normal, and budget considerations from the pandemic.

Funding and updates to the Safer Routes to School Action Plans will be prioritized through the regular budget process for the General Fund and Capital Improvement Program. Considerations for possible funding sources include:

- a. Capital Improvement Program
- b. School Safety Cameras (Ordinance 4681)
- c. North Kirkland/JFK School Walk Route Enhancements (NMC08710)
- d. Neighborhood Safety Program (Attachment F Master List of Projects)
- e. Grant funding
- f. Potential for redevelopment

NEXT STEPS:

Based upon the feedback from the City Council on August 4, Safer Routes to School Action Plans are scheduled to return to the City Council for additional input or adoption in September.

Attachment A: Draft Safer Routes to School Action Plans

Attachment B: Lake Washington School District School Attendance Area Boundaries

Attachment C: Lake Washington School District School Attendance Walk Boundaries

Attachment D: Walk Recommendation Prioritization

Attachment E: Public comments from the interactive map of walk recommendations

Attachment F: Neighborhood Safety Program Master List of Projects



City of Kirkland
**Safer Routes to School
Action Plans**

JULY 2020 DRAFT

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acknowledgements

Thanks to all of the families, students, parents and individuals who gave their time to help shape the Safer Routes to School Action Plans through their comments, suggestions, and encouragements.

Adopted at the Kirkland City Council meeting of ___ by Resolution _____.

City Council

Penny Sweet, Mayor
Jay Arnold, Deputy Mayor
Dave Asher, Councilmember
Neal Black, Councilmember
Kelli Curtis, Councilmember
Amy Falcone, Councilmember
Tom Neir, Councilmember
Toby Nixon, Councilmember
Jon Pascal, Councilmember

Transportation Commission

Lisa A. McConnell, Chair
Kurt Ahrensfeld, Vice Chair
Brayden Brackett, Youth Member
Ken Deuker, Commissioner
Faith DeBolt, Commissioner
Hayden Goldberg, Youth Member
Bradley Haverstein, Commissioner
Doug Jacobson, Commissioner
Brian Magee, Commissioner
Terry Marpert, Commissioner
John Perlic, Commissioner

City Staff

Armaghan Baghoori, Transportation Program Coordinator
Lieutenant Lisa Brouelette, Kirkland Police Department
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James Lopez, Assistant City Manager
Mike Meneghini, Senior GIS Analyst
Joseph Neville, GIS Analyst
Kari Page, Senior Neighborhood Outreach Coordinator
Joel Pfundt, P.E., Transportation Engineering Manager
Kathy Robertson, Neighborhood Traffic Control Coordinator
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Kimberly Scrivner, Transportation Planner
Dave Snider, Capital Projects Manager
Deputy Chief Mike St. Jean, Police Operations Manager
Kurt Triplett, City Manager
Julie Underwood, Public Works Director
Sergeant Michael Vickers, Kirkland Police Department
David Wolbrecht, Neighborhood Outreach Coordinator
Kirkland School Resource Officers

Consultant Team

Toole Design

letter from the city council

July 27, 2020

To Whom It May Concern,

The Kirkland City Council is committed to ensuring that we are making the right investments to get every child to and from school safely. We know that walking and biking to school has tremendous benefits for the physical and mental health of our children. Additionally, school enrollments are up 26% throughout the Lake Washington School District over the last 10 years, and projections suggest that these trends will continue to increase, with an additional 2,000 students expected by 2022. Due to this regional 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. Investing in safer routes to schools to encourage more biking and walking benefits everyone.

To that end, the City Council adopted the development of a "Safer Routes to School Action Plan" for each neighborhood in Kirkland as a part of the City's 2019-2020 Work Program. Over a period of months, almost 4,000 residents followed the process or participated in developing a list of potential areas that would benefit from safety improvements. To gather this input, City staff attended 30 neighborhood association meetings, nine "walk and bike to school" events, numerous community events, and conducted online outreach.

After the list was developed, over 600 Kirkland residents participated in a survey to vote on the recommendations for the Safer Routes to School Action Plans. We sincerely appreciate everyone who took the time to help us identify and prioritize these important projects. We want to thank the Lake Washington School District for being a partner and joining us in our commitment to encouraging students to walk and bike to school. We also want to give a special thanks to the PTAs that have done so much to encourage walking and biking and provided us tremendous support in spreading the word about the creation of these action plans. The success of this endeavor will reflect the tremendous engagement from our community.

Together we have built a plan for the safety of our children, and now together we must take the actions needed to implement these strategies. Our world is changing every day, and we are collectively facing challenges that we could not have predicted when this process began. However, we remain unwavering in our dedication to the safety of Kirkland's children. We recognize that it will take time to implement all the Safer Routes to Schools improvements, but we believe that this is time and money well spent.

Sincerely,

Kirkland City Council

Mayor Penny Sweet
Deputy Mayor Jay Arnold
Councilmember Neal Black
Councilmember Kelli Curtis
Councilmember Amy Falcone
Councilmember Toby Nixon
Councilmember Jon Pascal

introduction

As part of the 2019-2020 City Council Work Program, the City Council directed staff to work in partnership with the Lake Washington School District and neighborhood associations to develop a 'Safer Routes to School Action Plan' for each neighborhood in Kirkland.

This work program item addresses three **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.

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.

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.

The **Safer Routes to School Action Plans** have seven sections:



engagement



equity



education



encouragement



enforcement



engineering



evaluation



The Safer Routes to School Action Plans were developed in cooperation with the Lake Washington School District, law enforcement, design professionals, students, parents, and neighborhoods. The Action Plans identify key steps to make walking, biking and riding the bus to school safer, more convenient, and fun. The Action Plans layout obtainable goals and actions to:

1. Engage all demographic groups to ensure safe, healthy, and fair outcomes for all students including students from low-income families, students of color, and students with disabilities;
2. Fill gaps in the sidewalk network and improve crosswalks to make it safer to walk and bike to schools and to bus stops;
3. Improve traffic circulation in and around schools through traffic calming, education, and enforcement;
4. Promote the benefits and provide incentives to encourage more students to walk, bike, bus, and carpool to school;
5. Educate students, parents, and the community about road safety rules for all modes of transportation to reduce collisions and make it safer for all students; and
6. Deter unsafe driver, pedestrian and bicyclist behaviors through safe street design, education, meaningful police/community relationships, and enforcement.



WALKING AND BIKING TO SCHOOL:

- benefits children's physical and social health;
- improves traffic circulation and safety in and around schools;
- increases students' readiness to learn;
- improves academic performance;
- helps avoid or delay the onset of disease through increased exercise;
- teaches life-long road safety awareness and skills;
- reduces transportation costs for both the parents and the school district; and
- is fun.





engagement

Engagement means listening to students, families, school administrators, and community organizations throughout the decision-making process to ensure the public's concerns and aspirations are consistently understood and considered.

2019 May - Dec

- + Coordinate with Lake Washington School District
- + Begin outreach for Safe Routes to School initiative
- + Promote walking and biking to school
- + Collect public's suggestions for walking and biking improvements
- + Refine existing infrastructure data and mapping
- + Transportation Commission Updates



2020 Jan - May

- + Develop walk and bike project recommendations
- + Coordinate with Police on Enforcement
- + Coordinate with Lake Washington School District
- + Develop interactive map for public review
- + Provide update to City Council



Community input is particularly important in developing Safer Routes to School Action Plans because of the scale of pedestrian projects and the significant impacts these have on the quality of life for Kirkland families. The Safer Routes to School Action Plans were developed through an extensive public engagement process in 2019 and 2020.



June

- + Collect public input on walk recommendations
- + Public voting on walk recommendations



July - Aug

- + Finalize prioritization process
- + Develop and present final Action Plans to City Council for adoption

Sept - Ongoing

- + Implement Action Plans



Goal

Kirkland is a safe, inclusive, and welcoming city for all people and is deeply committed to promoting a just society that respects and welcomes all people. Civic engagement, innovation, and diversity are highly valued. The City will continue this high level of public engagement throughout the implementation of the Action Plans.

Action Plan Implementation Stakeholders

- Students
- Parents
- Parent Teacher Associations (PTAs)
- Neighborhood Associations
- School administration
- Organizations intended to serve students from low-income families, minority students, and students with disabilities.
- Volunteers
- Lake Washington School District
 - Superintendent
 - Equity Team
 - School Administration
 - Teachers
 - Transportation
 - Risk Management
- City of Kirkland
 - City Council
 - City Manager's Office
 - Police
 - Public Works Engineering
 - Public Works Transportation
 - Communications Program
- King County's SchoolPool
- Cascade Bicycle Club
- Kirkland Green Trip
- Community Van
- King County Metro
- King County Metro Neighborhood Pop-Up

Sustainability Ambassadors are committed to educating for sustainability by aligning classroom work with community relevance for the real world. Staff will continue to work with the Sustainability Ambassadors to help support the goals of the Safer Routes to School Action Plans. Examples of projects from 2019 include:

- Reduce global warming by increasing the number of students walking, biking, or taking the bus to school.
- Increase carpooling by employing carpool matching apps.
- Educate students and parents about Kirkland Green Trip and Metro SchoolPool.
- Decrease carbon emissions by increasing the number of students using Metro.
- Create a case for electric school buses.

Strategies for engaging the community in Safer Routes to School Action Plans

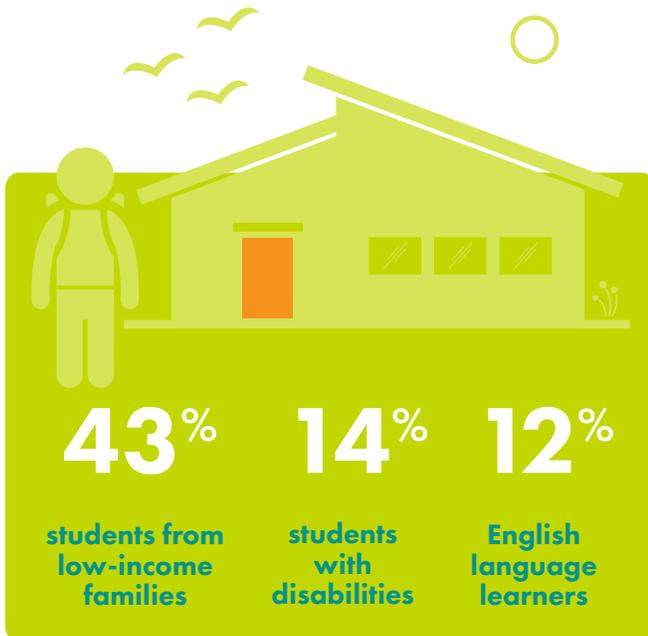
1. Have fun
2. Be organized, engage stakeholders in planning and make expectations clear
3. Respect volunteer time and level of commitment
4. Build trust, offer food, and eat together
5. Be culturally and linguistically relevant to the demographics of the intended population
6. Go to where people are (rather than bring them to you)
7. Show appreciation



equity

Equity is about fair and equitable distribution of resources and ensuring safe, healthy, and fair outcomes for low-income students, students of color, and students with disabilities.

According to the National Partnership for Safe Routes to School, children from low-income families are twice as likely as children from wealthier families to walk to school, but they often face significant traffic and personal safety challenges on the trip to school. Safe places to walk and bike contribute to Kirkland's vision of a vibrant, attractive, green and welcoming place to live.



*Low-income families are defined as households that qualify for free or reduced school lunches. Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only

Goal

Kirkland is a safe, inclusive, and welcoming city for all people and is deeply committed to promoting a just society that respects and welcomes all people. Kirkland will continually strive to understand and remove barriers to create opportunities for all residents.

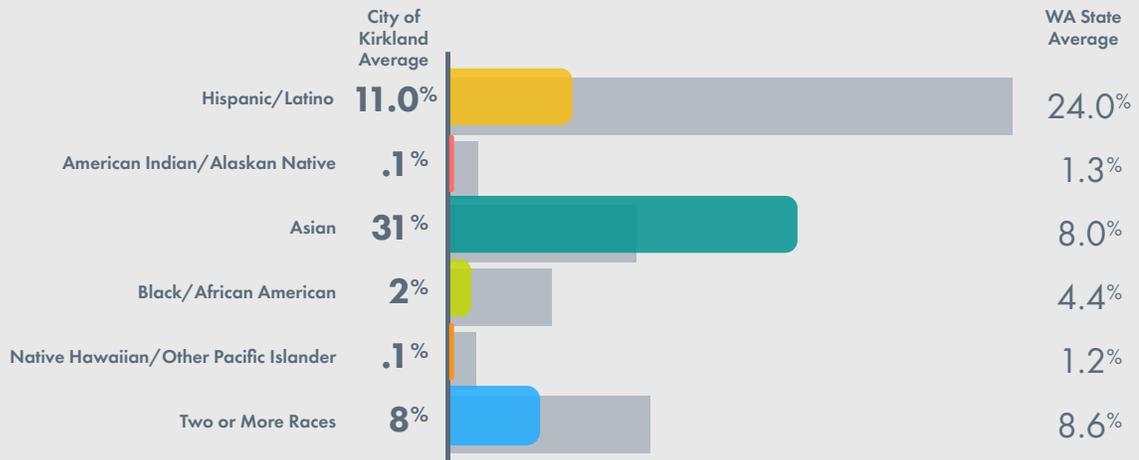
Action Plan

- Use an equity impact assessment, focused on low-income students, students of color, and students with disabilities to ensure an equitable distribution of resources in the implementation of all elements of the Safer Routes to School Action Plans. Equity impact assessments will be reviewed annually to inform action for the upcoming year.
- Prioritize Safer Routes to School walk recommendations that improve walking conditions near schools with higher proportions of low-income students, students of color, and students with disabilities.
- Continually learn new strategies and best practices to reduce barriers through staff participation with Governing for Regional Equity and Inclusion, Eastside Race and Leadership Coalition, and Welcoming America.

- Reduce barriers throughout the implementation of the Action Plans.
 - Translate materials in languages reflective of the demographics of the intended population.
 - Seek activities to engage with traditionally under-represented groups.
 - Support shared values of diversity and inclusion and identify additional actions to serve all demographic groups.
 - Continue ongoing training for all City staff on best practices for removing barriers and creating opportunities for all residents.
 - Promote education and encouragement programs at events intended for a variety of cultural and ethnic groups:
 - Lake Washington School District’s Welcome Event for New and International Families.
 - City of Kirkland’s City Hall for All.
 - Lake Washington School District’s Special Education Resource Fair.
 - Implement City of Kirkland’s Americans with Disabilities Act Transition Plan and embrace all Title VI laws and guidelines. Make every effort to ensure non-discrimination in all programs and activities, whether those programs and activities are federally funded or not.



Students of Color



Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only



education

In cooperation with the Lake Washington School District, the education element improves safe walking and bicycling skills for all students and community members.



Serious traffic injuries and deaths are preventable and can be addressed with education and roadway design. Kirkland strives for every child and adult to have a solid understanding of roadway safety rules to reduce injuries.

Goal

Kirkland will cooperate with the Lake Washington School District to expand pedestrian and bicycle education programs at middle schools, special events, and neighborhood picnics. Staff will look for opportunities to facilitate additional educational events each year.

Action Plan

- Make crosswalk education a top priority. Promote proper use of crosswalk flags and rapid flashing beacons.
- Look for opportunities to partner with community organizations and key stakeholders to promote roadway safety rules and skills for all modes of transportation, including:
 - o Prioritize communities with low-income students, students of color, and students with disabilities.
 - o Develop and distribute informational materials to parents and students.
 - o Translate educational material into languages reflective of the demographics of the intended population.
 - o Create and promote short, fun safety videos.

- Implement Vision Zero education programs targeting roadway safety rules for drivers.
- Promote safety apps for smartphones and computers like PedSafe (<https://pedsafe.net/>) which turns a smartphone into a flashing beacon, and Watchout (<https://www.simplerstudios.com/>) which show drivers where to be particularly alert because of crashes involving walking and biking.
- Create and promote school drop-off / pick-up circulation maps to help awareness of safety protocols at each school. Include 'park and walk' sites to reduce congestion in and around schools. Include King County's Community Mobility Hub locations for connecting both students and their parents/caregivers with alternative transportation options.
- Cooperate with the Lake Washington School District on the 2019-2021 Safe Routes to School Curriculum Grant from the Washington State Department of Transportation.



King County Metro Translated SRTS Safety Tips Sheets



encouragement

Encouragement strategies are about having fun and getting more students walking and biking to and from school. Encouragement also embraces and promotes riding the bus and carpooling as simple, safe, cost-effective, and environmentally friendly options.



Walking and biking to school benefits children's physical and social health and embraces Kirkland's vision of having walkable, bikeable, and friendly neighborhoods. Busing and carpooling reduces congestion in and around schools and reduces transportation costs for both parents and the school district. Kirkland strives to reduce the number of students being driven to and from school in family vehicles.

Goal

[Transportation Master Plan Policies \(2015\):](#)

Action T-1.6.2: Increase the number of children who walk to school by helping school communities develop and implement programs.

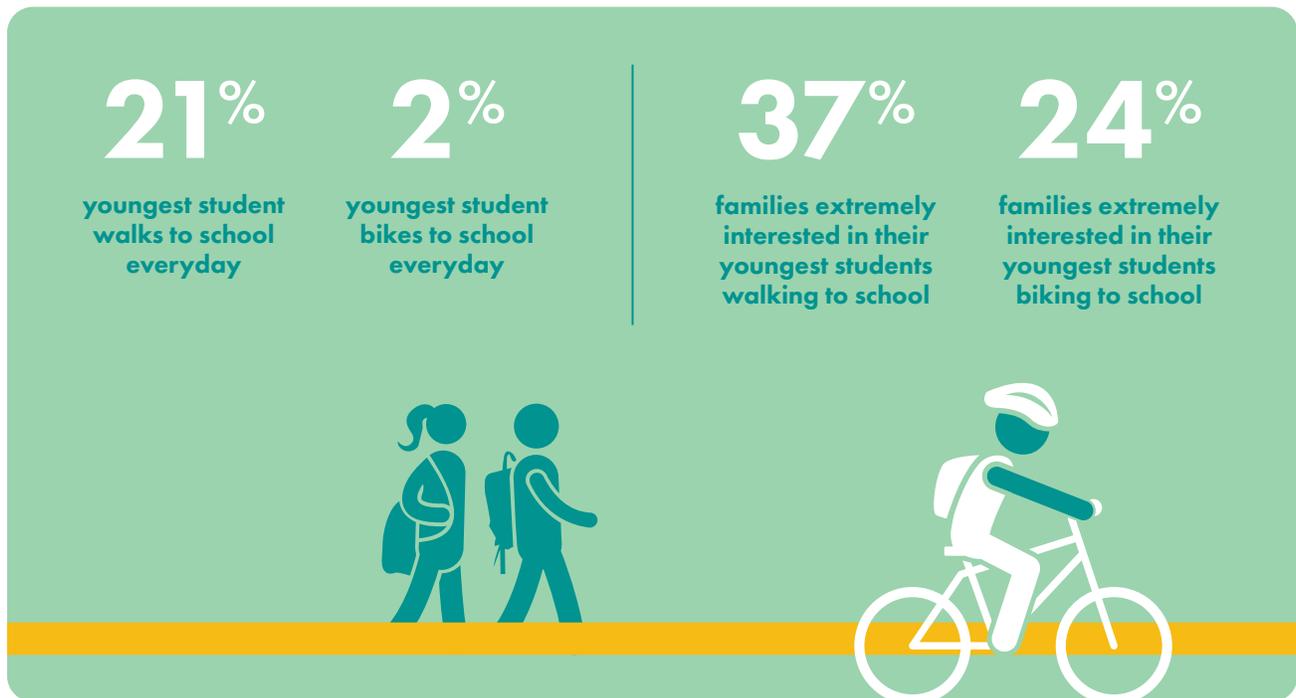
Washington State Department of Transportation's Safe Routes to School Program observed a 20% increase in walking and biking at schools where they funded projects and monitored encouragement results. Kirkland will strive to reduce the number of family vehicles being driven to and from school at drop-off and pick-up times.

Action Plan

- Prioritize, plan and implement walking and biking campaigns for schools with higher proportions of low-income families, students of color and students with disabilities.
- Look for opportunities to partner with community organizations and key stakeholders to promote roadway safety rules and skills for all modes of transportation.
 - o Work with the Lake Washington School District to select at least one school in each category (elementary, middle, high, and alternative school) to test various incentive

programs. The schools should be selected from the equity impact analysis and/or schools with recently completed walk or bike improvements.

- Work with Lake Washington School District, PTAs, and volunteers to conduct and test the effectiveness of various incentive programs.
 - Establish a general baseline for the number of students who walk, bike, carpool, bus (Metro or school bus) and ride/drive family vehicles to school.
 - Experiment with various incentive programs at the selected schools to determine the most effective incentives.
 - Collect data in each of the selected schools to determine the effectiveness of the incentive programs.
 - Incorporate the most effective techniques and lessons learned into the ongoing Safer Routes to School Action Plan strategies.
- Work with community agencies like King County's SchoolPool, Cascade Bicycle Club, and Lake Washington School District in Walk and Bike to School promotional events in October and May. Continue to work with PTAs and school administrations to expand the campaigns to middle and high schools.
 - Promote walking school buses and bike trains.
 - Work with parents and PTAs to evaluate smartphone and computer apps like Ride Share, Pogorides, GoKids, Carpooltoschool, and HopSkipDrive. Promote the apps that are most effective and easy to use.
 - Create and promote short, fun videos featuring young people walking, biking, carpooling, and riding the bus to school.



Source: Kirkland's 2019/2020 Nonscientific Safe and Active Transportation Survey.



enforcement

Enforcement activities increase the safety of students walking and biking to school by targeting unsafe driving behavior. Such behavior includes speeding, failing to yield to pedestrians and bicyclists, illegal parking, and illegal turns in school areas.

As traffic speeds increase, so does the risk of serious injuries or fatalities from collisions. Kirkland is committed to deterring unsafe driver behaviors and encouraging safe habits by people walking, bicycling and driving to school.

Goal

An important component of deterring unsafe behavior is a trusting police-community relationship. The Kirkland Police Department strives to continually build meaningful community relationships as a means of monitoring and enforcing traffic laws. Kirkland's goal is zero fatalities and serious injuries on all streets (Vision Zero).



Source: Insert by Toole Design Group

1. Braking distances do not account for braking reaction time.

2. AASHTO Green Book—A Policy on Geometric Design of Highways and Streets, 7th Edition. American Association and Highway Transportation Officials, 2018.

3. Tefft, Brian C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention. 50. 2013.

Action Plan

- Utilize the School Resource Officer program in middle schools to foster positive relationships between police officers and young people by helping with classroom walk and bike curriculum.
- Conduct speed studies near fourteen schools. Consider expanding the number of school zone safety cameras for sites that have the highest traffic volumes and speeds. Revenues above operational expenses from school zone safety cameras should be directed to street, pedestrian, bicycle, and traffic improvement projects near schools (as per Ordinance 4681 approved by the City Council on March 5, 2019).
- Consider automated school bus cameras that detect and photograph vehicles attempting to pass stopped school buses. Revenues above operational expenses from automated school bus cameras can be directed to street, pedestrian, bicycle, and traffic improvement projects near schools.
- Replace and add school zone signage for middle and elementary schools to meet City standards.
- Continue to recruit volunteers for Pedestrian Flag Program with the goal of having flags at all crosswalks adjacent to schools.
- Consider testing the concept of "[School Streets](#)." A School Street is a road outside a school with a temporary restriction on motorized traffic at school drop-off and pick-up times. The purpose is to prioritize safe walking and biking conditions over drop-off and pick-up congestion. The restriction applies to school traffic and through traffic. If successful, consider expanding the program to more schools.
- Increase police traffic patrol in areas with chronic speeding and traffic safety violations.
- Coordinate closely between Traffic Enforcement (Police), the Transportation Division (Public Works), and the Capital Projects Division (Public Works) to address safety concerns with physical improvements.

The City will carry out speed studies on streets near fourteen schools. The locations were selected based upon past speed studies and input from the public and Police Department. The Neighborhood Traffic Control Program handles all other speeding mitigation requests as part of the ongoing program.

High schools do not have school zones and therefore are not included in the study.

Table 1: Anticipated Speed Study Sites

School	Street
Thoreau Elementary	84 th Avenue NE
Sandburg Elementary	84 th Avenue NE
Juanita Elementary	NE 132 nd Street
Twain Elementary	NE 95 th Street
Franklin Elementary	NE 60 th Street
Lakeview Elementary	State Street
Peter Kirk Elementary	6 th Street
Bell Elementary	NE 112 th Street
Keller Elementary	108 th Avenue NE
Frost Elementary	NE 140 th Street
Kirkland Middle	NE 18 th Street
Finn Hill Middle	84 th Avenue NE
Rose Hill Elementary	NE 80 th Street
Muir Elementary & Kamiakin Middle	132 nd Avenue NE

- o Peter Kirk at 1312 6th Street
- o Bell at 11212 NE 112th Street
- o International Community School at 11133 NE 65th Street

Safer Routes to School Action Plans infrastructure recommendations are listed by neighborhood. Throughout the city, there are 133 recommended projects. The project recommendations will be updated periodically.

- 40 Enhance Crossings
- 6 Enhance Crossings on Multilane Streets
- 12 Enhance Crosswalk Lighting
- 75 Install Sidewalks

Safer Routes to School Action Plans Walk Recommendations do not include the following.

- Projects related to biking: Recommendations for bike improvements are part of the Citywide bike network in the Active Transportation Plan. Bike network recommendations for schools are included in the upcoming Active Transportation Plan update.
- Trail connections: Proposed new trails benefiting walking and biking to school are identified in the Citywide Connections Map approved by the City Council in 2019.
- Walkways behind extruded curbs: Asphalt walking surfaces separated by a curb or planter strip are considered complete, except when the surface or width is sub-standard.
- Sidewalk maintenance: Sidewalk conditions reported in the 2015 Sidewalk Inventory Analysis are addressed separately through routine Public Works maintenance and the Capital Improvement Program.
- Washington State Department of Transportation Projects: Multi-modal connections between downtown and the Bus Rapid Transit Station at I-405/NE 85th Street are not included.
- Study locations: Recent multi-modal transportation study locations (Homes Point Drive and 100th Avenue NE) are not included.

The following factors are identified in the Transportation Master Plan and were used to prioritize recommended projects in the Safer Routes to School Action Plans.



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evaluation

Evaluation includes collecting information and tracking data over time to measure the effectiveness of methods and practices in the Safer Routes to School Action Plans.

Measurements are used to determine if goals are being met and to ensure that resources are directed toward efforts that show the greatest likelihood of success. Mid-course corrections can be made to improve the chances of success.

Action Plan Activities and Objectives

The following table outlines the selected activity to be measured in the evaluation phase of the Safer Routes to School Action Plans.

Table 2: Action Plan Activities and Objectives

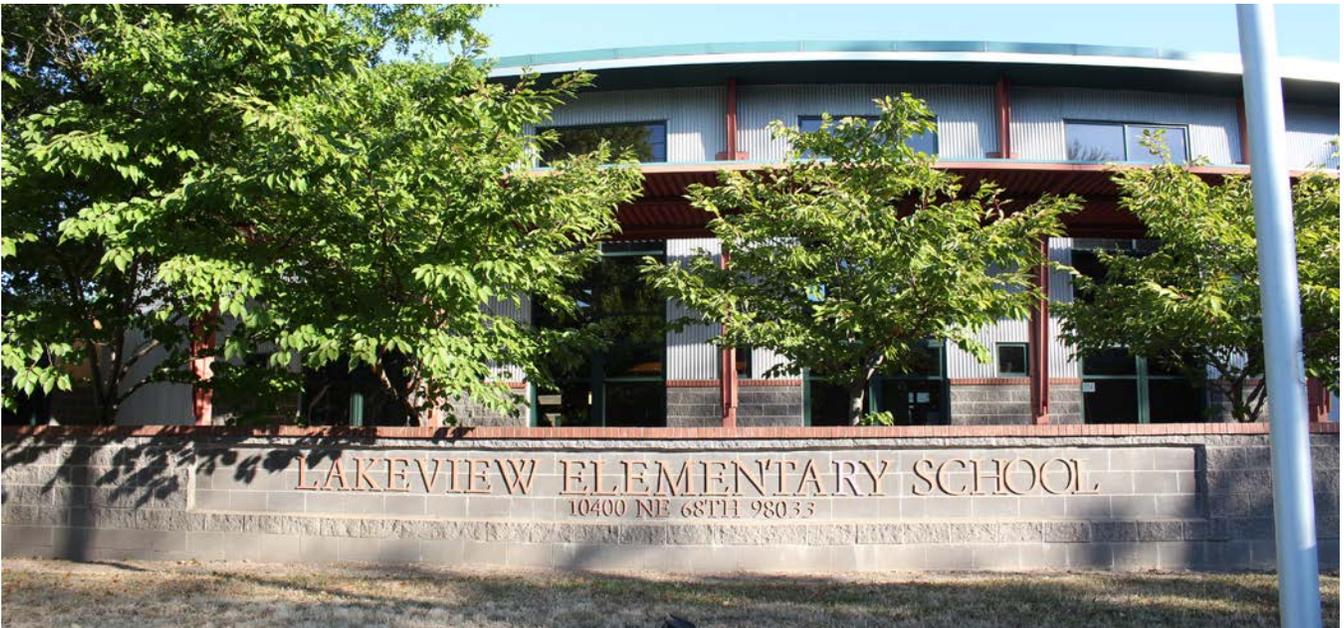
OBJECTIVES		
Activity	What will be done	What change is expected
Equity Impact Assessment	Annually review all school demographics using Washington Office of Superintendent of Public Instruction publications .	Continue progress on identifying and dismantling potential unintended impacts and/or barriers to participation to ensure safe, healthy, and fair outcomes for low-income students, students of color, and students with disabilities.
Capital Projects	Annually review all school demographics using Washington Office of Superintendent of Public Instruction publications .	Use school demographic information to give priority to improvements benefiting schools with more low-income students, students of color, and students with disabilities.
School Zone Signage	Complete a thorough evaluation of school zone signage.	Update all school zone signage to meet City standards. Continue to monitor and maintain signs.

OBJECTIVES		
Activity	What will be done	What change is expected
Speed Study	Conduct speed study and consider school zone safety cameras to help with enforcement where speeds and volumes are highest. Revenues above operational expenses from school zone safety cameras will be directed to street, pedestrian, bicycle, and traffic improvement projects near schools.	Reduce speeding and increased safety in school zones.
Traffic Circulation Study	Obtain aerial video imagery during drop-off and pick-up times to study and make recommendations for circulation improvements. Update engineering recommendations where appropriate. Coordinate with the Lake Washington School District to implement recommended improvements.	Reduce congestion and increase predictability and safety of all modes of transportation.
Crosswalk Flags	Work with the PTAs and parents to solicit volunteers to maintain crosswalk flags so that flags can be added to sites near schools.	Reduce injuries and increase crosswalk safety adjacent to schools.
Special Events	Support a Safer Routes to School booth or facilitate interactive activities like bike rodeo at community events to improve safety skills and promote walking, biking, carpooling and riding the bus to school.	Increase the number of students walking, biking, carpooling, and riding the bus to school. Reduce pedestrian and bicycle crashes.
Walk and Bike to School Events in October and May	Partner with PTAs, local agencies, and Lake Washington School District to implement walking and biking campaigns at elementary, middle, and high schools. Develop and distribute informational material to parents and students. Translate educational material into languages appropriate for the demographics of the intended population.	Increase the number of students walking, biking, carpooling, and riding the bus to school.
Sidewalk Improvements	Complete sidewalks on at least one side of arterial and collector streets within school walk areas.	Improve safety and convenience for students walking and biking to school.
Crosswalk Improvements	Enhance crossings on arterial and collector streets within school walk areas.	Improve safety for students crossing arterial and collector streets.

Central Houghton



Lake Washington High School



Lakeview Elementary School

Table 3: Central Houghton Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*		
		Lakeview Elementary School	Lake Washington High School	Washington State
Total households within school's walk area		424	941	-
Total number of students attending		558	1,779	-
Students from low-income families		14.2%	14.1%	45.3%
Students with disabilities		9.9%	9.3%	14.4%
English Language Learners		15.9%	4.5%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	11.3%	12.7%	24.0%
	American Indian/ Alaskan Native students	0.0%	0.1%	1.3%
	Asian students	18.3%	12.5%	8.0%
	Black/ African American students	3.2%	2.4%	4.4%
	Native Hawaiian/ Other Pacific Islander students	0.2%	0.0%	1.2%
	White students	56.6%	63.8%	52.6%
	Students of Two or More Races	10.4%	8.6%	8.6%

* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only



Recent Infrastructure Projects

SIDEWALK: On the south Side of NE 52nd Street between 108th Ave NE and Lake Washington Boulevard.

IMPROVED CONNECTION: From NE 60th Street to the Cross Kirkland Corridor.

RAPID FLASHING BEACON: On 108th Avenue NE at 62nd Street.

TRAIL CONNECTION: On the Cross Kirkland Corridor at NE 53rd Street.

ALTERNATIVE SCHOOLS IN THE NEIGHBORHOOD

- Community School
- Emerson High School
- Emerson K-12
- International Community School

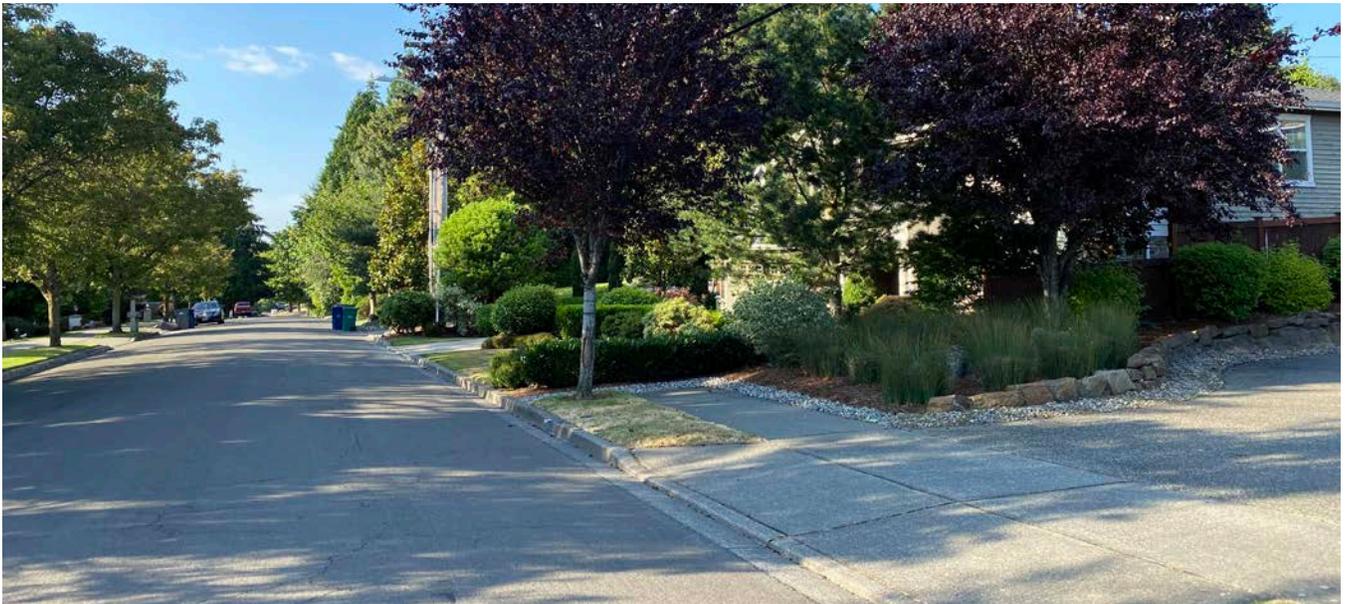
Schools*

- Lakeview Elementary School at State Street
- Lake Washington High School at NE 80th Street

*Infrastructure projects are described on the following pages

Table 4: Central Houghton Prioritization Table

Project ID	Project Type	Location	Priority
CH 01	Sidewalk	112th Ave NE from NE 65th St to NE 68th St	Low
CH 02	Enhance crossing	108th Ave NE north of NE 55th St	Low
CH 03	Enhance crosswalk lighting	108th Ave NE south of NE 44th St	Low
CH 04	Sidewalk	111th Ave NE from NE 60th St to NE 62nd St	Low
CH 05	Sidewalk	111th Ave NE from 110th Ave NE to NE 49th St	Low



CH 01 Sidewalk: 112th Avenue NE from NE 65th Street to NE 68th Street

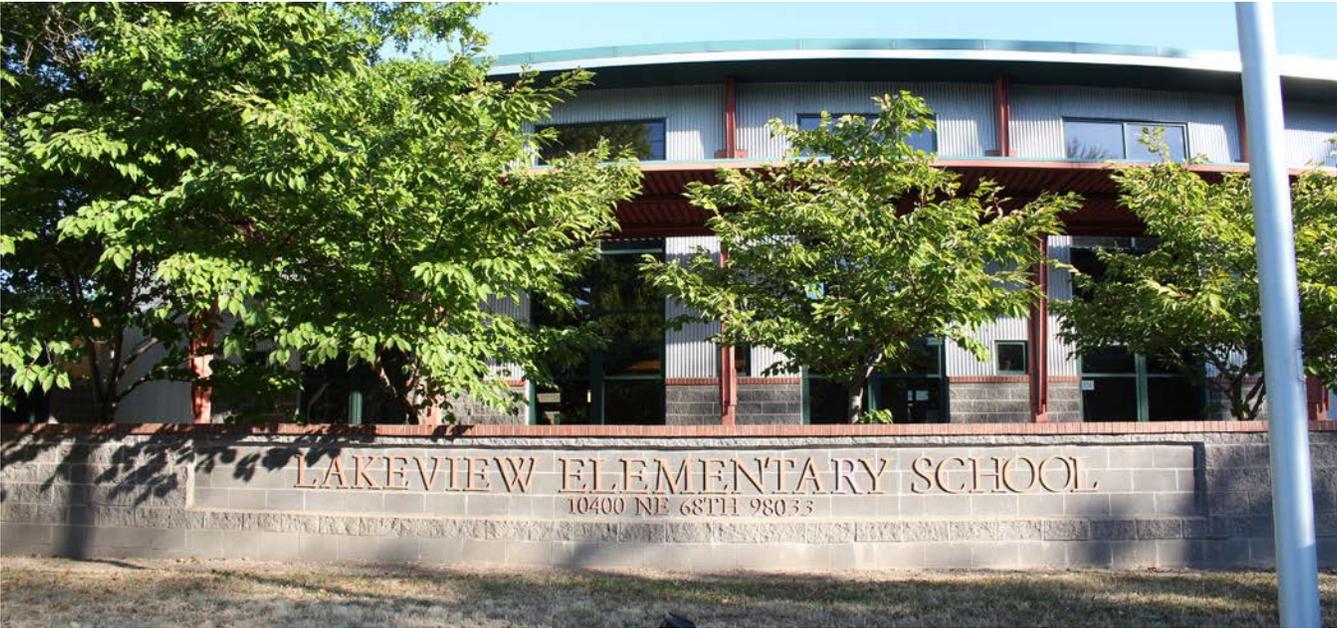


CH02 Enhance crosswalk: 108th Avenue NE north of NE 55th Street (Image from Map data 2019 Google)

Everest



Lake Washington High School



Lakeview Elementary School

Table 5: Everest Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*		
		Lakeview Elementary School	Lake Washington High School	Washington State
Total households within school's walk area		447	665	-
Total number of students attending		558	1,779	-
Students from low-income families		14.2%	14.1%	45.3%
Students with disabilities		9.9%	9.3%	14.4%
English Language Learners		15.9%	4.5%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	11.3%	12.7%	24.0%
	American Indian/ Alaskan Native students	0.0%	0.1%	1.3%
	Asian students	18.3%	12.5%	8.0%
	Black/ African American students	3.2%	2.4%	4.4%
	Native Hawaiian/ Other Pacific Islander students	0.2%	0.0%	1.2%
	White students	56.6%	63.8%	52.6%
	Students of Two or More Races	10.4%	8.6%	8.6%



* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only

Recent Infrastructure Projects

SIDEWALK: On the west side of 6th Street between 9th Street and the Cross Kirkland Corridor.

GRAVEL WALKWAY: Along 8th Street South and Railroad Ave to the Cross Kirkland Corridor.

INTERSECTION IMPROVEMENTS: On Kirkland Way and Railroad Avenue.

RADAR SPEED SIGNS: On Kirkland Way at Cross Kirkland Corridor.

Schools*

- Lakeview Elementary School at State Street
- Lake Washington High School at NE 80th Street

*Infrastructure projects are described on the following pages

Map 2: Everest

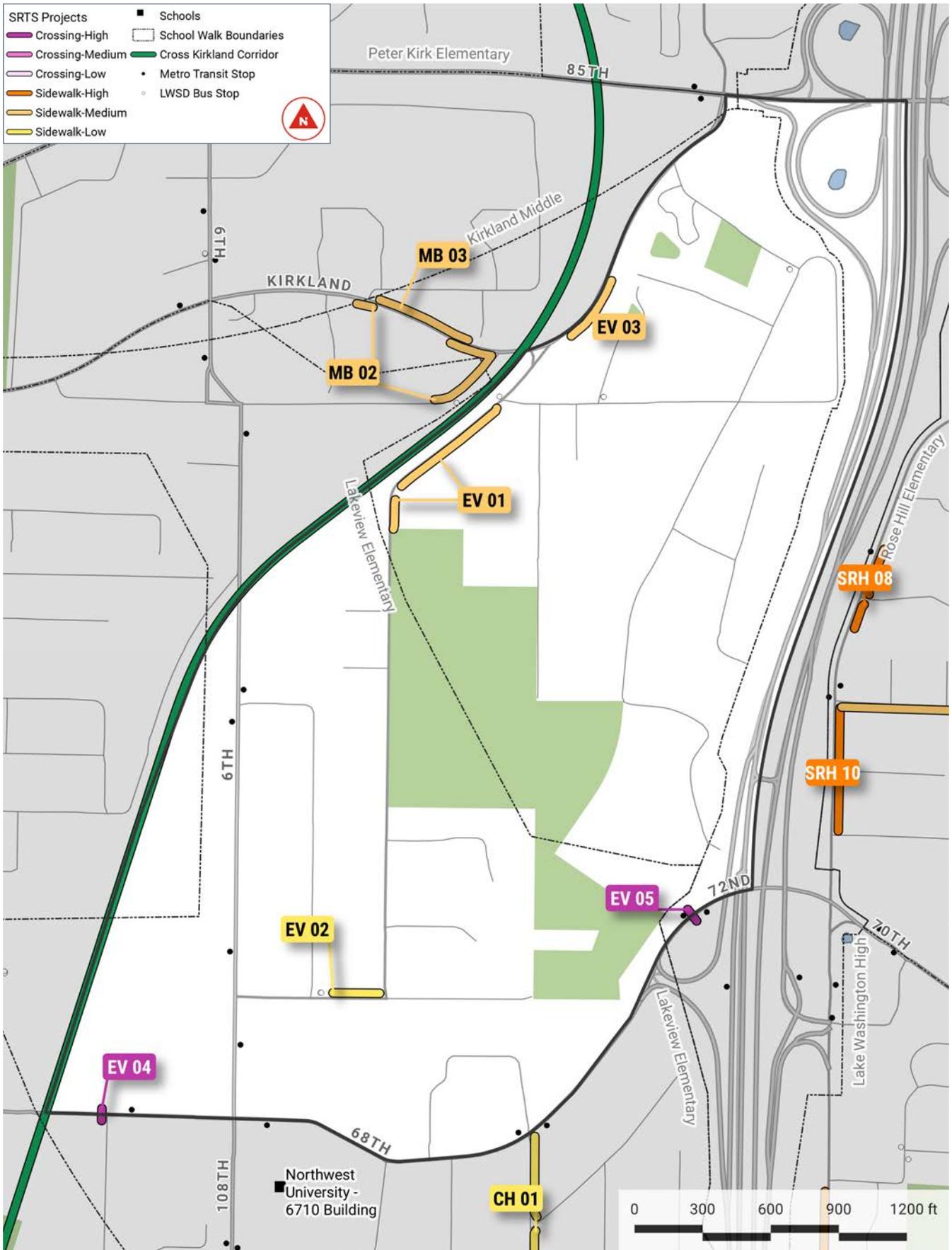


Table 6: Everest Prioritization Table

Project ID	Project Type	Location	Priority
EV 01	Sidewalk	Railroad Ave from 8th St S to Kirkland Ave	Medium
EV 02	Sidewalk	9th Ave from 8th St S to 7th St S	Low
EV 03	Sidewalk	Kirkland Way east of Cross Kirkland Corridor	Medium
EV 04	Enhance crossing	NE 68th St 106th Ave NE	High
EV 05	Enhance crosswalk lighting	NE 72nd Pl north of S I-405 Offramp	High



EV04 Enhance crossing: NE 68th Street at 106th Avenue NE



EV05 Enhance crosswalk lighting: NE 72nd Place north of S I-405 Offramp

Evergreen Hill/Kingsgate



Muir Elementary School



Kamiakin Middle School



Frost Elementary School



Juanita High School

Table 7: Evergreen Hill/Kingsgate Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*				
		Muir Elementary School	Frost Elementary School	Kamiakin Middle School	Juanita High School	Washington State
Total households within school's walk area		2,644	1,788	4,189	473	-
Total number of students attending		425	441	603	1,543	-
Students from low-income families		30.6%	33.6%	27.9%	22.9%	45.3%
Students with disabilities		425	12.7%	13.6%	11.3%	14.4%
English Language Learners		24.2%	22.7%	10.3%	7.3%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	16.7%	29.7%	18.7%	15.0%	24.0%
	American Indian/ Alaskan Native students	0.5%	0.5%	0.7%	0.2%	1.3%
	Asian students	27.3%	6.6%	22.4%	17.0%	8.0%
	Black/ African American students	3.3%	3.3%	2.5%	3.4%	4.4%
	Native Hawaiian/ Other Pacific Islander students	0.2%	0.5%	0.2%	0.2%	1.2%
	White students	42.6%	49.9%	43.9%	55.0%	52.6%
	Students of Two or More Races	9.4%	9.3%	11.6%	9.1%	8.6%

* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card, Kirkland, Lake Washington School District only

Evergreen Hill / Kingsgate

Recent Infrastructure Projects

RAPID FLASHING BEACON: On NE 132nd Street at 121st Avenue NE

RAPID FLASHING BEACON: On NE 132nd Street at 129th Place NE.

CROSSWALK ISLAND: On 124th Avenue NE at 142nd Place.

RADAR SPEED SIGNS: On NE 143rd Street at 132nd and 128th Avenue NE.

Schools*

- Muir Elementary School at 132nd Avenue NE
- Frost Elementary School at NE 140th Street
- Kamiakin Middle School at 132nd Avenue NE
- Juanita High School at NE 132nd Street

*Infrastructure projects are described on the following pages

Map 3: Evergreen Hill/Kingsgate

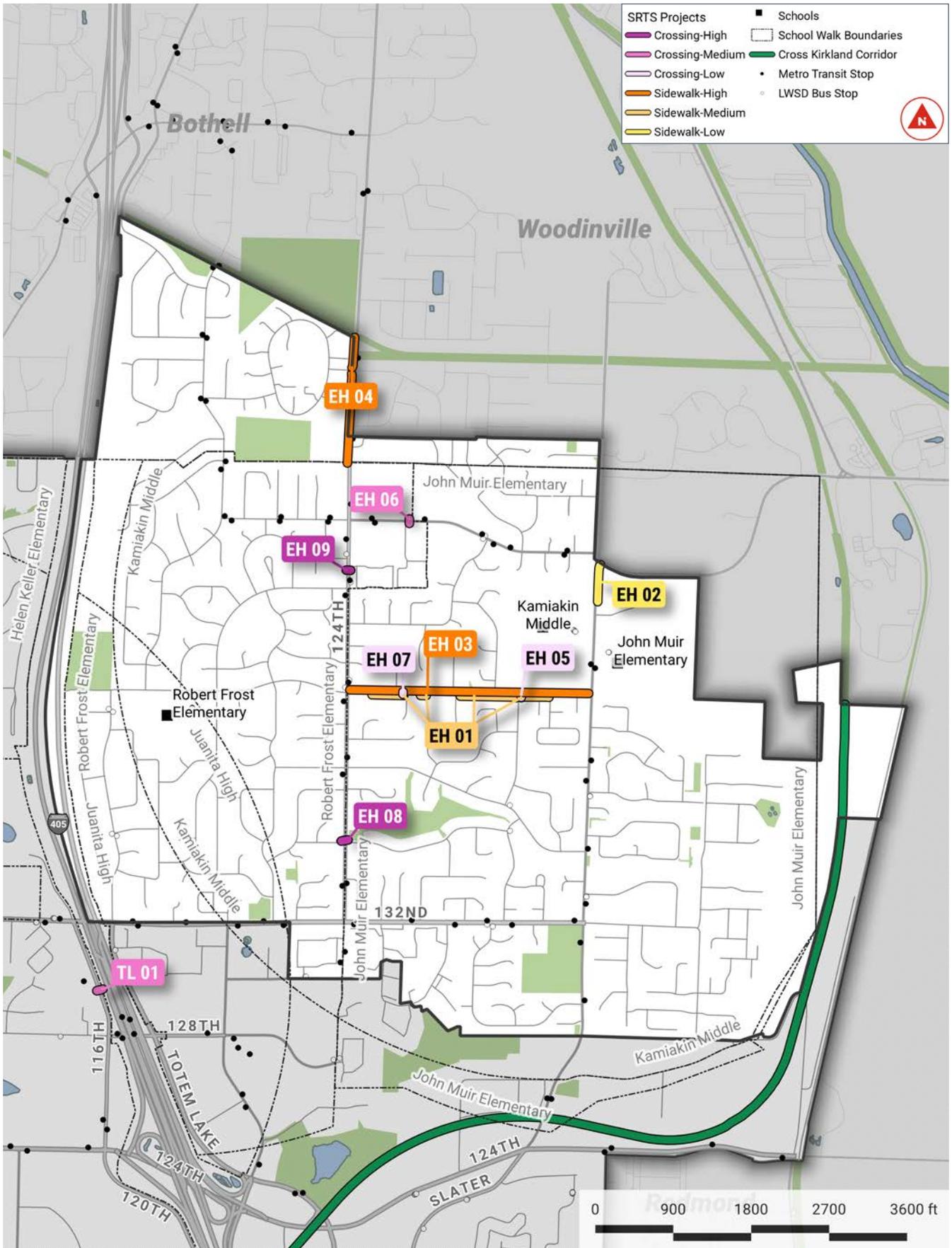


Table 8: Evergreen Hill/Kingsgate Prioritization Table

Project ID	Project Type	Location	Priority
EH 01	Sidewalk	NE 140th St from 131st Ave NE to 124th Ave NE	Medium
EH 02	Sidewalk	132nd Ave NE from north of NE 142nd Pl to NE 143rd Pl	Low
EH 03	Sidewalk	NE 140th St from 124th Ave NE to 132nd Ave NE	High
EH 04	Sidewalk	124th Ave NE from NE 145th St to city limits	High
EH 05	Enhance crosswalk lighting	NE 140th St at 129th Pl NE	Low
EH 06	Enhance crosswalk lighting	NE 144th St at 126th Ave NE	Medium
EH 07	Enhance crosswalk lighting	NE 140th St at 126th Ave NE	Low
EH 08	Enhance crossing	124th Ave NE at NE 134th Pl	High
EH 09	Enhance crossing	124th Ave NE at NE 143rd St	High



EH 09 Enhance crossing: 124th Avenue NE at NE 143rd Street



EH04 Sidewalk: 124th Avenue NE from NE 145th Street to city limits

Finn Hill



Carl Sandburg Elementary School



Finn Hill Middle School



Thoreau Elementary School



Juanita Elementary School



Juanita High School

Table 9: Finn Hill Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*					
		Sandburg Elementary School	Thoreau Elementary School	Juanita Elementary School	Finn Hill Middle School	Juanita High School	Washington State
	Total households within school's walk area	1,170	2,166	919	3,672	782	-
	Total number of students attending	467	481	402	677	1,543	-
	Students from low-income families	5.8%	15.4%	18.2%	18.9%	22.9%	45.3%
	Students with disabilities	15.6%	12.7%	15.4%	11.8%	11.3%	14.4%
	English Language Learners	10.5%	10.4%	14.2%	11.2%	7.3%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	10.5%	11.0%	18.2%	14.6%	15.0%	24.0%
	American Indian/ Alaskan Native students	0.0%	0.2%	0.0%	0.0%	0.2%	1.3%
	Asian students	12.2%	16.0%	14.9%	8.4%	17.0%	8.0%
	Black/ African American students	1.1%	0.6%	3.0%	2.5%	3.4%	4.4%
	Native Hawaiian/ Other Pacific Islander students	0.4%	0.2%	0.2%	0.3%	0.2%	1.2%
	White students	64.7%	59.3%	54.7%	63.2%	55.0%	52.6%
	Students of Two or More Races	11.1%	12.7%	9.0%	10.9%	9.1%	8.6%



* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only

Recent Infrastructure Projects

SIDEWALK: On the south side of NE 132nd Street between 84th Avenue NE and 87th Avenue NE.

CROSSWALK MARKINGS: Along NE 145th Street at 84th Avenue NE, 88th Avenue NE, and 92nd Avenue NE.

RAPID FLASHING BEACON: On Juanita Drive at NE 137th Street connecting Big Finn Hill Park trails.

CROSSWALK AND CURB: Along 84th Ave NE from NE 139th Street to NE 141st Street.

Schools*

- Sandburg Elementary School at 84th Avenue NE
- Thoreau Elementary School at 84th Avenue NE
- Juanita Elementary School at NE 132nd Street
- Finn Hill Middle School at 84th Avenue NE
- Juanita High School at NE 132nd Street

*Infrastructure projects are described on the following pages

ALTERNATIVE SCHOOLS IN THE NEIGHBORHOOD
Discovery Community School
Environmental & Adventure School

Map 4: Finn Hill

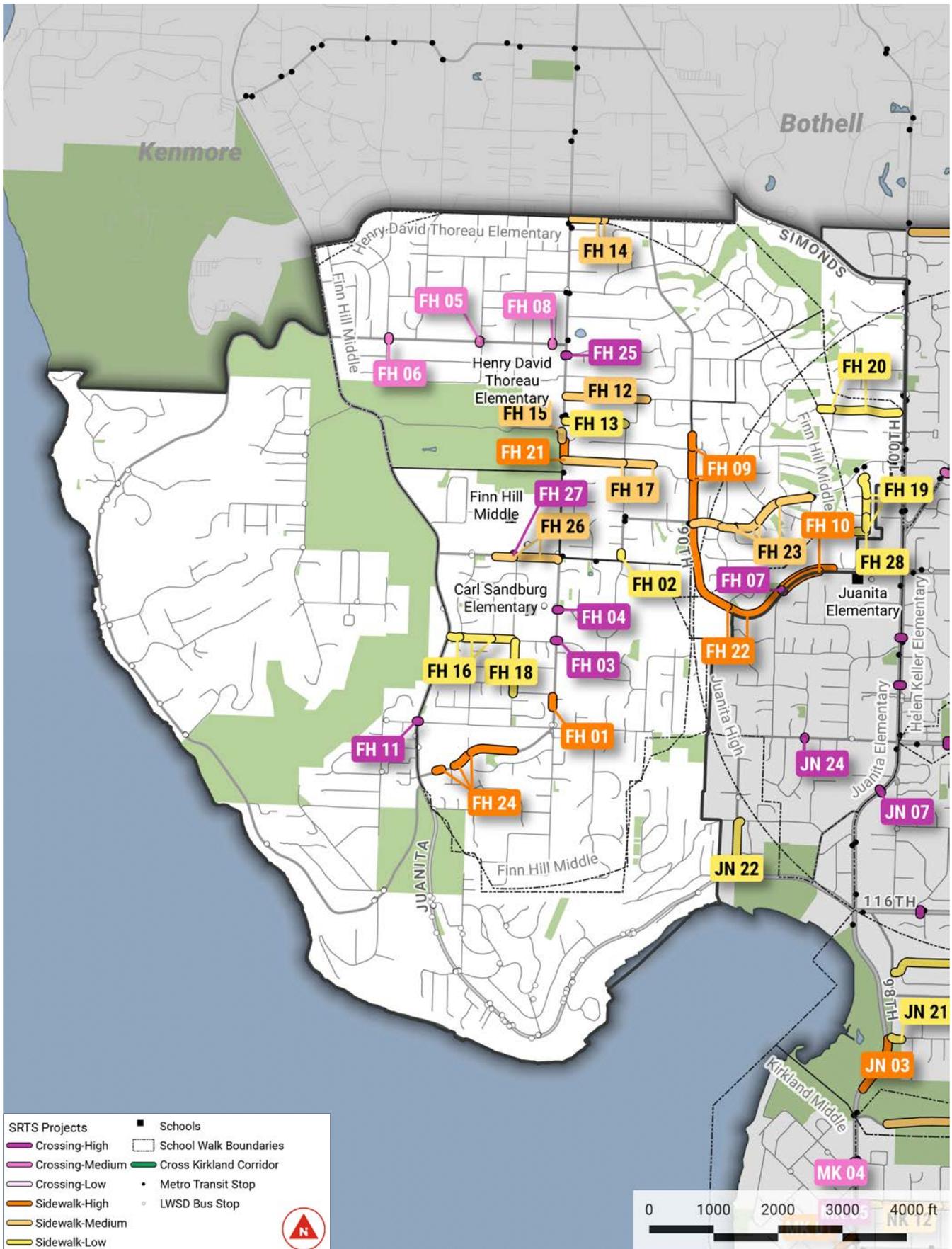


Table 10: Finn Hill Prioritization Table

Project ID	Project Type	Location	Priority
FH 01	Sidewalk	84th Ave NE south of NE 125th Pl	High
FH 02	Sidewalk	87th Ave NE north of NE 132nd St	Low
FH 03	Enhance crossing	84th Ave NE at NE 128th St	High
FH 04	Enhance crossing	84th Ave NE at NE 129th Pl	High
FH 05	Enhance crossing	NE 141st St at 80th Ave NE	Medium
FH 06	Enhance crossing	NE 141st St at 75th Ave NE	Medium
FH 07	Enhance crossing	NE 131st Way at 94th Ave NE	High
FH 08	Enhance crossing	NE 141st St at 83rd Pl NE	Medium
FH 09	Sidewalk	90th Ave NE from NE 134th St to north of NE 137th Pl	High
FH 10	Sidewalk	NE 131st Way from 94th Ave NE to approx 9600 Block	High
FH 11	Enhance crossing	Juanita Dr NE at NE 124th St	High
FH 12	Sidewalk	NE 139th St from 84th Ave NE to east of 87th Ave NE	Medium
FH 13	Sidewalk	NE 138th St from 84th Ave NE to 87th Ave NE	Low
FH 14	Sidewalk	NE 145th St from 84th Ave to 85th Ave	Medium
FH 15	Sidewalk	84th Ave NE from NE 137th Ct to NE 138th St	Medium
FH 16	Sidewalk	NE 128th St from Juanita Dr to 82nd Ave NE	Low
FH 17	Sidewalk	NE 137th St from 84th Ave NE to 88th Pl NE	Medium
FH 18	Sidewalk	82nd Ave NE from NE 125th Ct to NE 128th St	Low
FH 19	Sidewalk	98th Ave NE from NE 134th St to south of NE 136th St	Low
FH 20	Sidewalk	NE 139th St from 100th Ave NE to west of 97th Ave NE	Low
FH 21	Sidewalk	84th Ave NE from NE 137th St to NE 137th Ct	High
FH 22	Sidewalk	90th Ave NE/NE 131st Way/NE 132nd St from 9600 Block to NE 134th St	High
FH 23	Sidewalk	NE 134th St/NE 135th St/NE 136th St from 90th Ave NE to 95th Ave NE	Medium
FH 24	Sidewalk	NE 122nd Pl from Juanita Dr to 84th Ave NE	High
FH 25	Enhance crossing	84th Ave NE at NE 141st St	High
FH 26	Sidewalk	NE 132nd St from 84th Ave NE to East of 82nd Ave NE	Medium
FH 27	Enhance crosswalk lighting	NE 132nd St at 82nd Ave NE	High
FH 28	Sidewalk	98th Ave NE from NE 134th St to south of NE 136th St	Low



FH 22 Sidewalk: 90th Avenue NE/NE 131 St Way/NE 132nd Street from 9600 Block to NE 134th Street



FH 11 Enhance crossing: Juanita Drive NE at NE 124th Street



FH 10 Sidewalk: NE 131st Way from 94th Ave NE to Approx 9600 Block



FH 27 Enhance crosswalk lighting: NE 132nd Street at 82nd Avenue NE



FH 25 Enhance crossing: 84th Avenue NE at NE 141st Street



FH 04 Enhance crossing: 84th Avenue NE at NE 129th Place

Highlands



Kirk Elementary School



Kirkland Middle School

Table 11: Highlands Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*		
		Kirk Elementary School	Kirkland Middle School	Washington State
RACE & ETHNICITY	Total households within school's walk area	1,066	1,066	-
	Total number of students attending	636	619	-
	Students from low-income families	4.7%	10.3%	45.3%
	Students with disabilities	8.6%	11.0%	14.4%
	English Language Learners	9.4%	5.5%	11.7%
	Hispanic/ Latino of any race(s) students	7.5%	9.2%	24.0%
	American Indian/ Alaskan Native students	0.0%	0.2%	1.3%
	Asian students	15.9%	12.6%	8.0%
	Black/ African American students	1.6%	3.1%	4.4%
	Native Hawaiian/ Other Pacific Islander students	0.2%	0.0%	1.2%
	White students	61.0%	67.5%	52.6%
	Students of Two or More Races	13.8%	7.4%	8.6%



* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only

Recent Infrastructure Projects

SIDEWALK: On the west side of 111th Avenue NE from NE 100th to 104th Streets.

STAIRS AND BRIDGE CONNECTION: From 116th Avenue NE to the Cross Kirkland Connector.

TRAIL CONNECTION: At the end of 111th Avenue NE to the Cross Kirkland Connector.

ADA RAMP: At Forbes Creek Park.

Schools*

- Kirk Elementary School at 6th Street
- Kirkland Middle School at NE 18th Street

*Infrastructure projects are described on the following pages

Map 5: Highlands

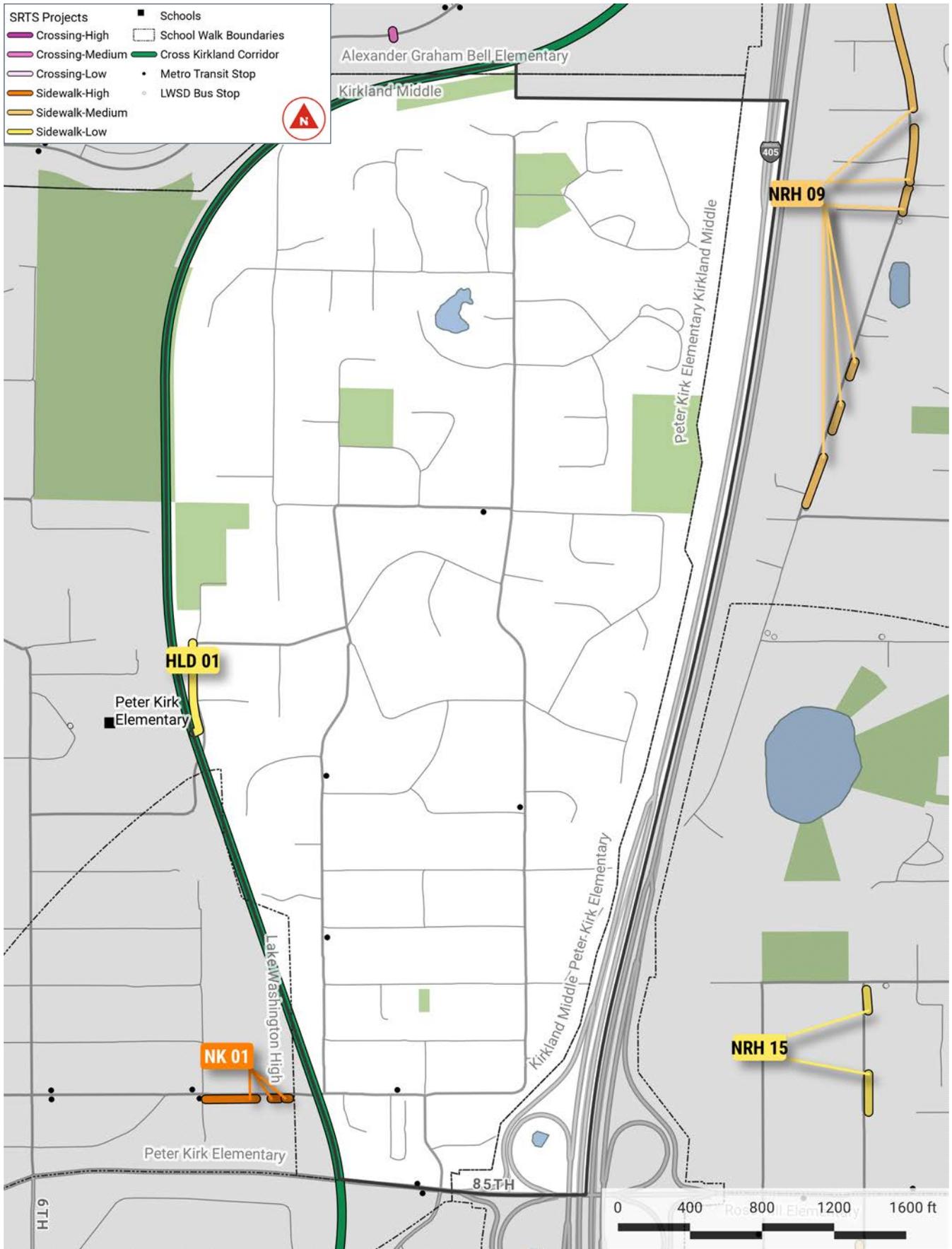


Table 12: Highlands Prioritization Table

Project ID	Project Type	Location	Priority
HLD 01	Sidewalk	110th Ave NE from Cross Kirkland Corridor to NE 97th St	Low



HLD 01 Sidewalk: 110th Avenue NE from Cross Kirkland Corridor to NE 97th Street

Juanita



Bell Elementary School



Keller Elementary School



Juanita Elementary School



Juanita High School



Kirk Elementary School



Kirkland Middle School

Table 13: Juanita Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*						
		Bell Elementary School	Keller Elementary School	Juanita Elementary School	Kirk Elementary School	Kirkland Middle School	Juanita High School	Washington State
Total households within school's walk area		2,864	1,785	1,190	4	4	6,295	-
Total number of students attending		547	313	402	636	619	1,543	-
Students from low-income families		16.5%	23.0%	18.2%	4.7%	10.3%	22.9%	45.3%
Students with disabilities		15.5%	20.4%	15.4%	8.6%	11.0%	11.3%	14.4%
English Language Learners		13.5%	11.2%	14.2%	9.4%	5.5%	7.3%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	17.7%	15.3%	18.2%	7.5%	9.2%	15.0%	24.0%
	American Indian/ Alaskan Native students	0.2%	0.6%	0.0%	0.0%	0.2%	0.2%	1.3%
	Asian students	14.3%	9.3%	14.9%	15.9%	12.6%	17.0%	8.0%
	Black/ African American students	4.6%	2.9%	3.0%	1.6%	3.1%	3.4%	4.4%
	Native Hawaiian/ Other Pacific Islander students	0.2%	0.0%	0.2%	0.2%	0.0%	0.2%	1.2%
	White students	53.7%	56.5%	54.7%	61.0%	67.5%	55.0%	52.6%
	Students of Two or More Races	9.3%	15.3%	9.0%	13.8%	7.4%	9.1%	8.6%

* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only



Recent Infrastructure Projects

SIDEWALK: On the east side of 108th Avenue NE from NE 112th to 116th Streets.

RAPID FLASHING BEACON: On NE 132nd Street at 105th Avenue NE.

TRAIL CONNECTION: At Forbes Creek Drive and the Cross Kirkland Corridor. between 113th Court NE and 115th Court NE.

BICYCLE IMPROVEMENTS: 98th Avenue NE and 100th Avenue NE.

ALTERNATIVE SCHOOLS IN THE NEIGHBORHOOD

Futures School (Juanita High School)

Schools*

- Bell Elementary School at NE 112th Street
- Keller Elementary School at 108th Avenue NE
- Juanita Elementary School at NE 132nd Street
- Kirk Elementary School at 6th Street
- Kirkland Middle School at NE 18th Street
- Juanita High School at NE 132nd Street

*Infrastructure projects are described on the following pages

Map 6: Juanita

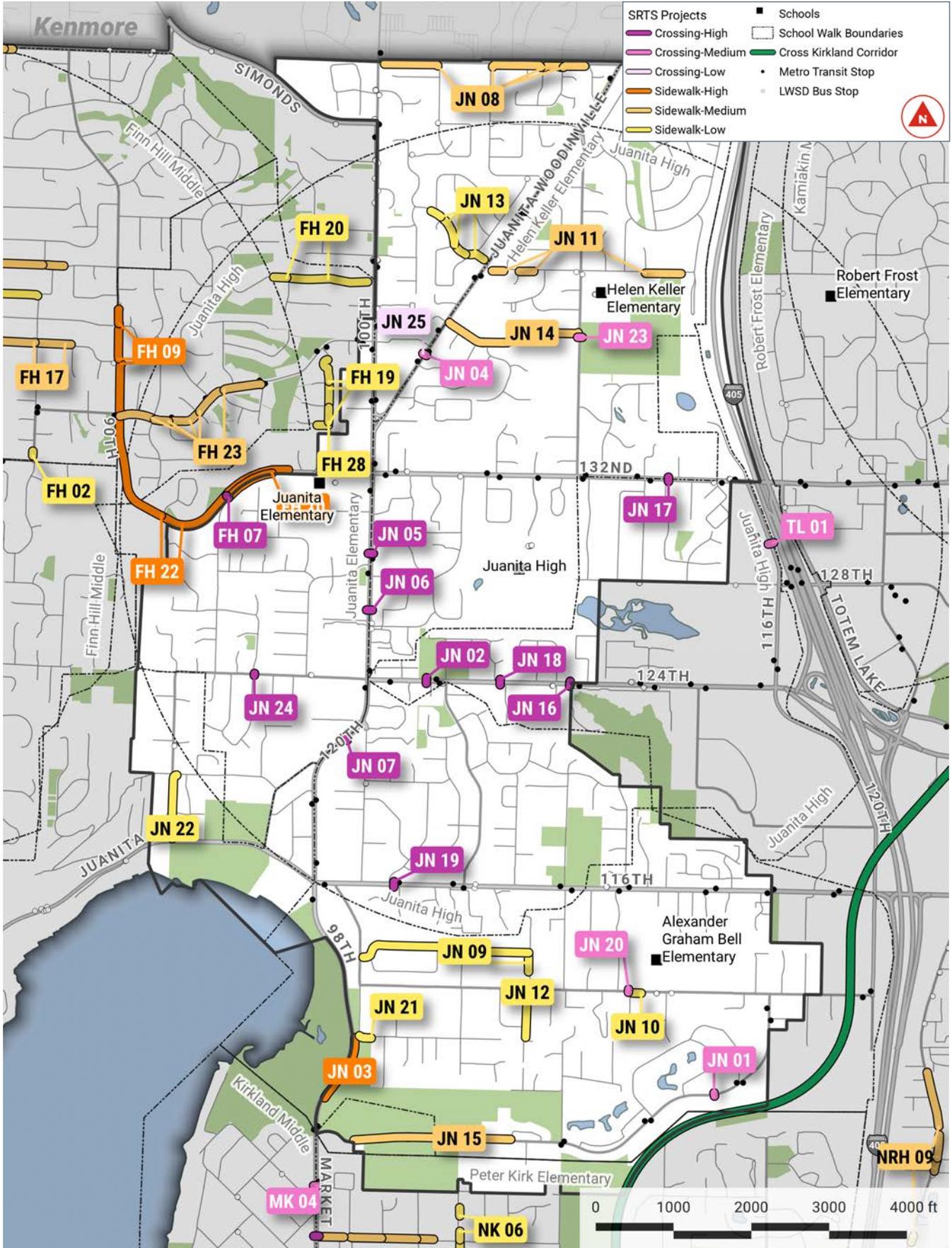


Table 14: Juanita Prioritization Table

Project ID	Project Type	Location	Priority
JN 01	Enhance crossing	Forbes Creek Dr at Forbes Creek Trail	Medium
JN 02	Enhance crossing - Multi-lane Street	NE 124th St at 102rd Ave NE	High
JN 03	Sidewalk	98th Ave NE from Forbes Creek Dr to NE 110th St	High
JN 04	Enhance crossing - Multi-lane Street	Juanita/Woodinville Way NE at NE 136th Pl	Medium
JN 05	Enhance crossing - Multi-lane Street	100th Ave NE at NE 129th Pl	High
JN 06	Enhance crossing - Multi-lane Street	100th Ave NE at NE 126th St	High
JN 07	Enhance crossing - Multi-lane Street	NE 120th Pl at NE 122nd St	High
JN 08	Sidewalk	NE 145th St from 100th Ave NE to 108th Pl NE	Medium
JN 09	Sidewalk	NE 113th S from 100th Ave NE to 106th Ave NE and 106th Ave NE	Low
JN 10	Sidewalk	NE 112th St east of 111th Ave NE	Low
JN 11	Sidewalk	NE 140th St from Juanita/Woodinville Way NE to 113th Ave NE	Medium
JN 12	Sidewalk	106th Ave NE from NE 110th St to NE 112th St	Low
JN 13	Sidewalk	NE 141st Pl/102nd Pl NE/NE 140th Pl from Juanita Woodinville Way NE to 101st Pl NE	Low
JN 14	Sidewalk	NE 137th Pl from 108th Ave NE to Juanita/Woodinville Way NE	Medium
JN 15	Sidewalk	Forbes Creek Dr from NE 107th Pl to Market St	Medium
JN 16	Enhance crossing	NE 124th St at 108th Ct NE	High
JN 17	Enhance crossing	NE 132nd St at 111th Pl NE	High
JN 18	Enhance crossing - Multi-lane Street	NE 124th St at 105th Pl NE	High
JN 19	Enhance crossing	NE 116th St at 101st Pl NE	High
JN 20	Enhance crossing	NE 112th St at 111th Ave NE	Medium
JN 21	Sidewalk	NE 110th St from west of 101st Ave NE to 100th Ave NE	Low
JN 22	Sidewalk	93rd Ave NE from Juanita Drive to NE 120th St	Low
JN 23	Enhance crossing	108th Ave NE at NE 137th Pl	Medium
JN 24	Enhance crosswalk lighting	NE 124th St at 95th Pl NE	High
JN 25	Enhance crosswalk lighting	Juanita/Woodinville Way NE at NE 136th St	Low



JN 17 Enhance crossing: NE 132nd Street at 111th Place NE



JN 02 Enhance crossing - Multi-lane Street: NE 124th Street at 102rd Avenue NE



JN 16 Enhance Crossing: NE 124th St at 108th Ct NE



JN 19 Enhance crossing: NE 116th Street at 101st Place NE

Lakeview



Lakeview Elementary School

Table 15: Lakeview Neighborhood Snapshot

	SCHOOLS SERVING THE NEIGHBORHOOD*	
	Lakeview Elementary School	Washington State
Total households within school's walk area	641	-
Total number of students attending	558	-
Students from low-income families	14.2%	45.3%
Students with disabilities	9.9%	14.4%
English Language Learners	15.9%	11.7%
Hispanic/ Latino of any race(s) students	11.3%	24.0%
American Indian/ Alaskan Native students	0.0%	1.3%
Asian students	18.3%	8.0%
Black/ African American students	3.2%	4.4%
Native Hawaiian/Other Pacific Islander students	0.2%	1.2%
White students	56.6%	52.6%
Students of Two or More Races	10.4%	8.6%

RACE & ETHNICITY

* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only



Recent Infrastructure Projects

SIDEWALK: On the west side of 104th Avenue NE and north side of NE 67th Street.

SIDEWALK: On the east side of 103rd Avenue NE between NE 64th Street and NE 67th Street.

CROSSWALK: On Lakeview Drive north of 64th Street.

STAIRS: From NE 68th Street to the Cross Kirkland Corridor.

Schools*

- Lakeview Elementary School at NE 68th Street

*Infrastructure projects are described on the following pages

Map 7: Lakeview

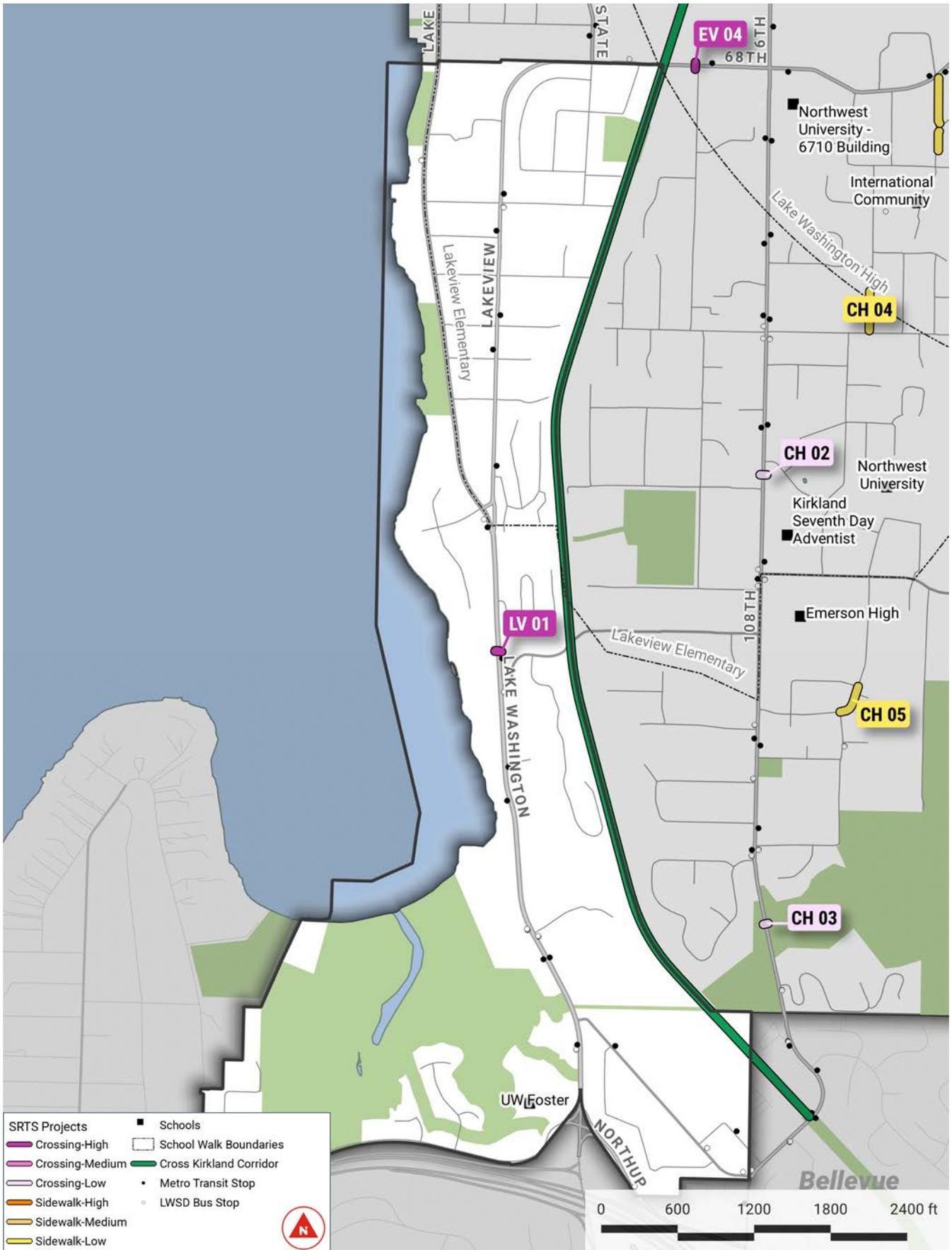


Table 16: Lakeview Prioritization Table

Project ID	Project Type	Location	Priority
LV 01	Enhance crossing	Lake Wash Blvd NE north of NE 52nd St	High



LV 01 Enhance crossing: Lake Wash Boulevard NE north of NE 52nd Street

Market



Kirkland Middle School

Table 17: Market Neighborhood Snapshot

	SCHOOLS SERVING THE NEIGHBORHOOD*	
	Kirkland Middle School	Washington State
Total households within school’s walk area	708	-
Total number of students attending	619	-
Students from low-income families	10.3%	45.3%
Students with disabilities	11.0%	14.4%
English Language Learners	5.5%	11.7%
Hispanic/ Latino of any race(s) students	9.2%	24.0%
American Indian/ Alaskan Native students	0.2%	1.3%
Asian students	12.6%	8.0%
Black/ African American students	3.1%	4.4%
Native Hawaiian/Other Pacific Islander students	0.0%	1.2%
White students	67.5%	52.6%
Students of Two or More Races	7.4%	8.6%

* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only

Recent Infrastructure Projects

RAPID FLASHING BEACON: On Market Street at 4th Street.

RAPID FLASHING BEACON: On Market Street at 7th Avenue W.

Schools*

- Kirkland Middle School at NE 18th Street

*Infrastructure projects are described on the following pages

Map 8: Market

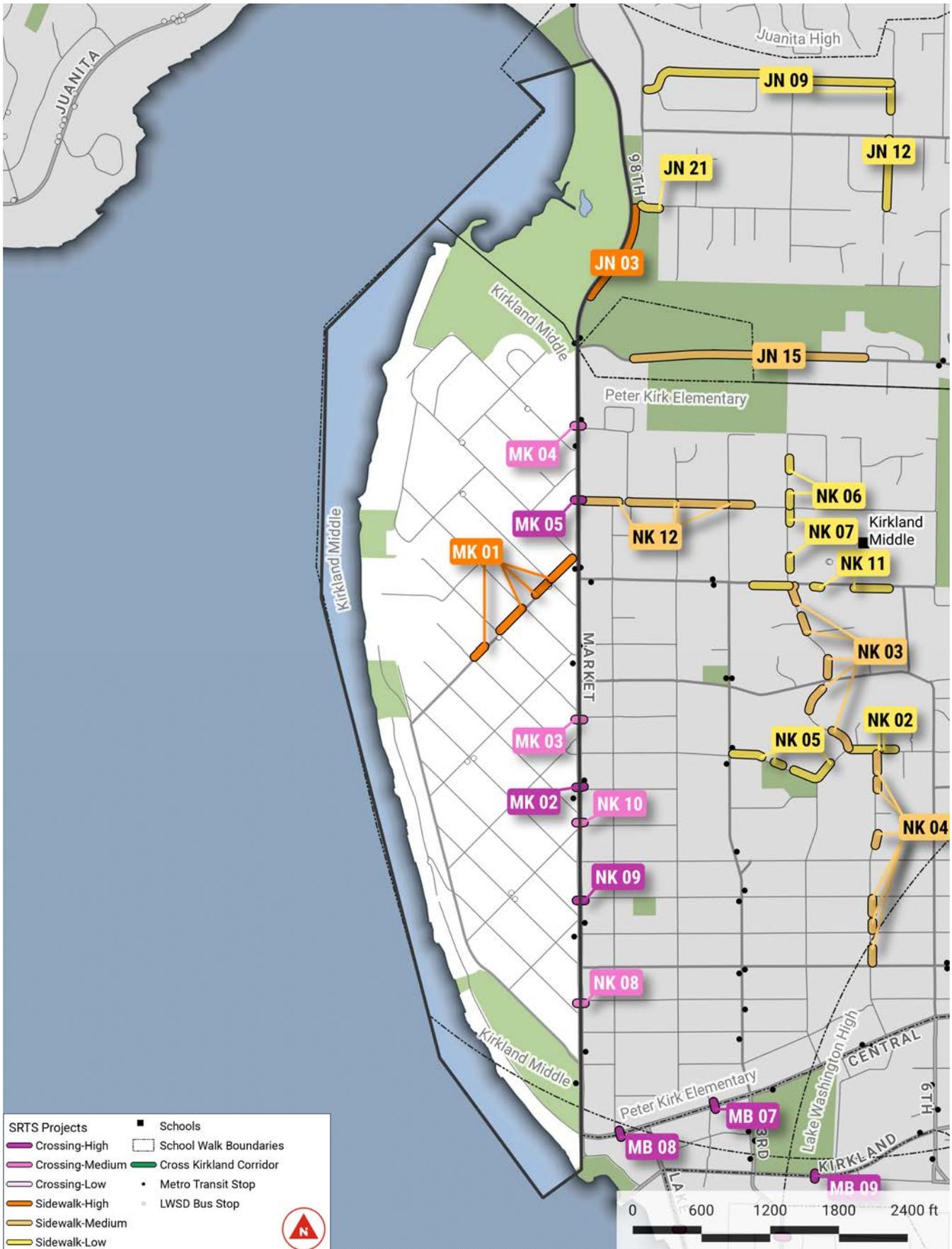


Table 18: Market Prioritization Table

Project ID	Project Type	Location	Priority
MK 01	Sidewalk	6th St W from 13th Ave W to Market St	High
MK 02	Enhance crossing	Market St at 12th Ave	High
MK 03	Enhance crossing	Market St at 14th Ave	Medium
MK 04	Enhance crossing	Market St at 20th Ave	Medium
MK 05	Enhance crossing	Market St at 19th Ave	High

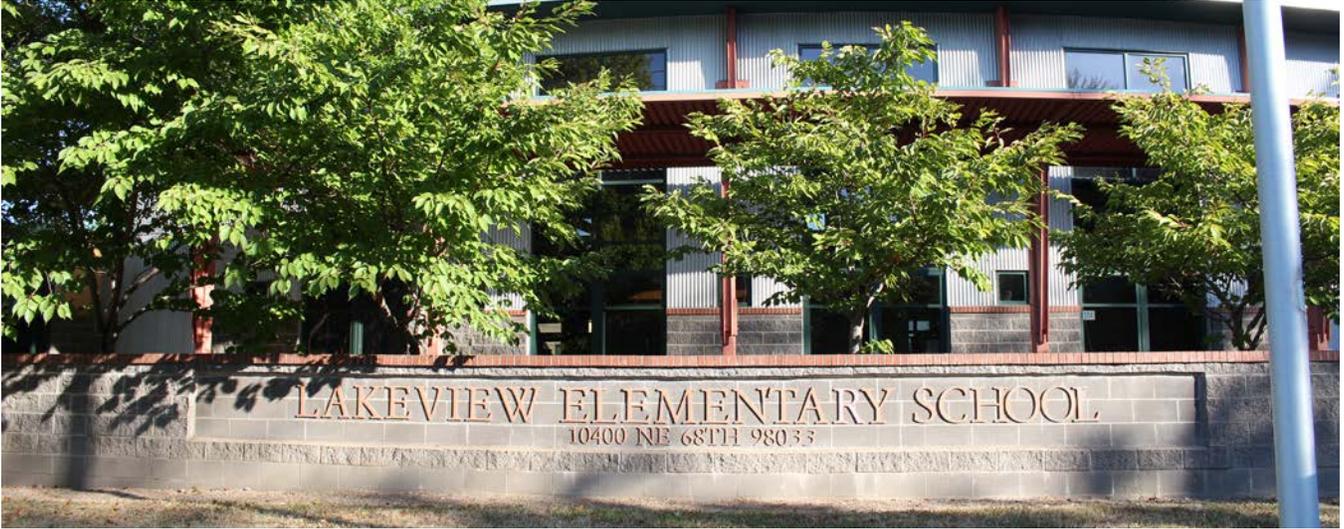


MK 02 Enhance crossing: Market Street at 12th Avenue



MK 04 Enhance crossing: Market Street at 19th Avenue

Moss Bay



Lakeview Elementary School



Kirkland Middle School



Lake Washington High School



Kirk Elementary School

Table 19: Moss Bay Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*				
		Kirk Elementary School	Lakeview Elementary School	Kirkland Middle School	Lake Washington High School	Washington State
Total households within school's walk area		901	1,591	1,232	1,211	-
Total number of students attending		636	558	619	1,779	-
Students from low-income families		4.7%	14.2%	10.3%	14.1%	45.3%
Students with disabilities		8.6%	9.9%	11.0%	9.3%	14.4%
English Language Learners		9.4%	15.9%	5.5%	4.5%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	7.5%	11.3%	9.2%	12.7%	24.0%
	American Indian/ Alaskan Native students	0.0%	0.0%	0.2%	0.1%	1.3%
	Asian students	15.9%	18.3%	12.6%	12.5%	8.0%
	Black/ African American students	1.6%	3.2%	3.1%	2.4%	4.4%
	Native Hawaiian/Other Pacific Islander students	0.2%	0.2%	0.0%	0.0%	1.2%
	White students	61.0%	56.6%	67.5%	63.8%	52.6%
	Students of Two or More Races	13.8%	10.4%	7.4%	8.6%	8.6%



* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only

Recent Infrastructure Projects

PARK LANE FESTIVAL STREET: On Park Lane between Third Street and Lake Street.

STAIRS: From NE 68th Street to the Cross Kirkland Corridor.

SIDEWALK: On the north side of Kirkland Avenue east of 6th Street South.

CROSSWALK WITH RAMPS: On Kirkland Avenue at Marina Park.

Schools*

- Kirk Elementary School at 6th Street
- Lakeview Elementary School at NE 68th Street
- Kirkland Middle School at NE 18th Street
- Lake Washington High School at NE 80th Street

*Infrastructure projects are described on the following pages

Map 9: Moss Bay

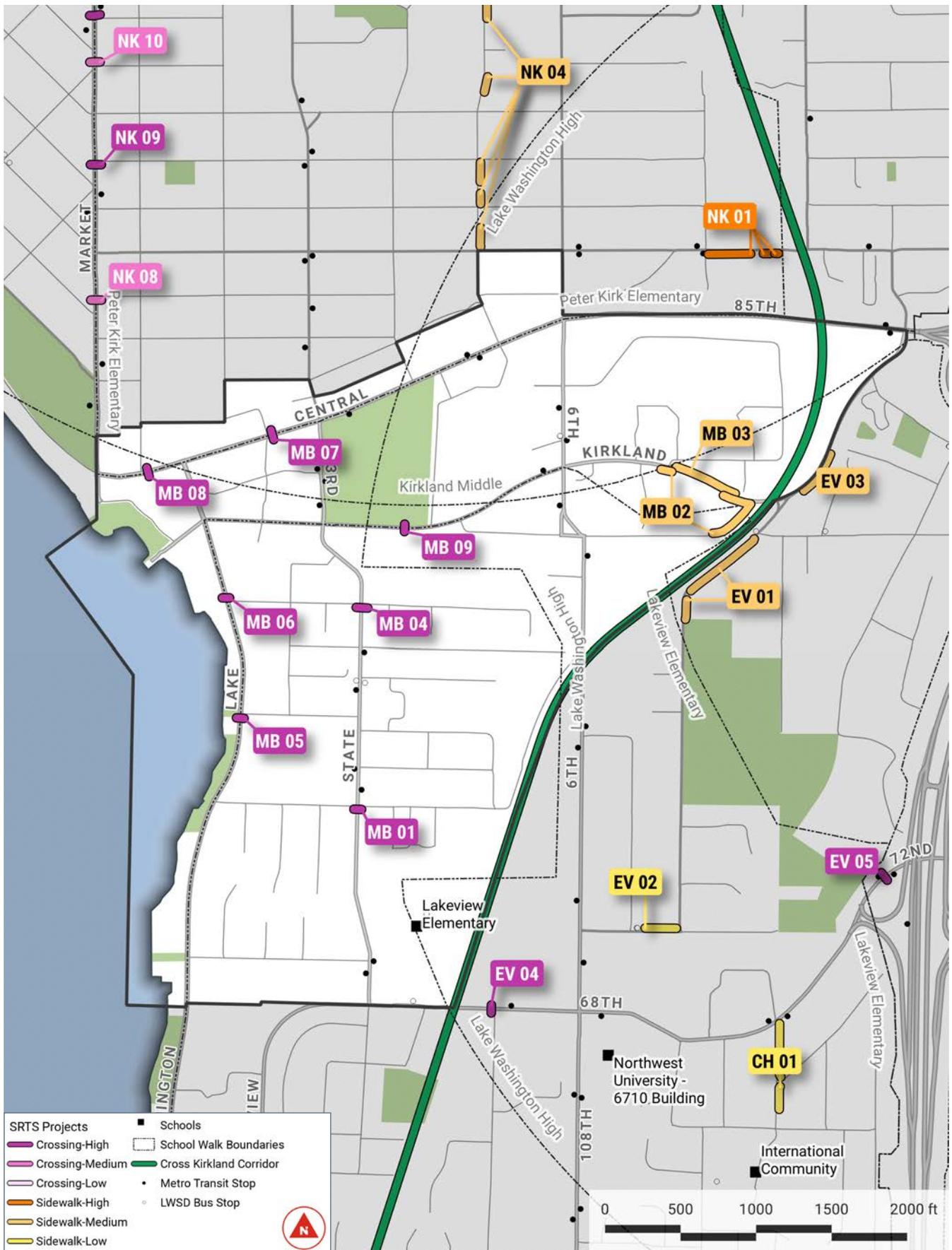


Table 20: Moss Bay Prioritization Table

Project ID	Project Type	Location	Priority
MB 01	Enhance crossing	State St S at 7th Ave S	High
MB 02	Sidewalk	Kirkland Way from 2nd Ave to 8th St	Medium
MB 03	Sidewalk	Kirkland Way from 2nd Ave to 9th St	Medium
MB 04	Enhance crossing	2nd Ave S at State St	High
MB 05	Enhance crossing	Lake St at 5th Ave S	High
MB 06	Enhance crossing	Lake St at 2nd Ave S	High
MB 07	Enhance crossing	Central Way at Main St	High
MB 08	Enhance crossing	Central Way at 1st St	High
MB 09	Enhance crossing	Kirkland Ave at Kirkland Performance Center	High



MB 01 Enhance crossing: State Street S at 7th Avenue S



MB 04 Enhance crossing: 2nd Avenue S at State Street

Norkirk



Kirkland Middle School



Kirk Elementary School



Lake Washington High School

Table 21: Norkirk Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*			
		Kirk Elementary School	Kirkland Middle School	Lake Washington High School	Washington State
Total households within school’s walk area		1,715	1,715	152	-
Total number of students attending		636	619	1,779	-
Students from low-income families		4.7%	10.3%	14.1%	45.3%
Students with disabilities		8.6%	11.0%	9.3%	14.4%
English Language Learners		9.4%	5.5%	4.5%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	7.5%	9.2%	12.7%	24.0%
	American Indian/ Alaskan Native students	0.0%	0.2%	0.1%	1.3%
	Asian students	15.9%	12.6%	12.5%	8.0%
	Black/ African American students	1.6%	3.1%	2.4%	4.4%
	Native Hawaiian/ Other Pacific Islander students	0.2%	0.0%	0.0%	1.2%
	White students	61.0%	67.5%	63.8%	52.6%
	Students of Two or More Races	13.8%	7.4%	8.6%	8.6%

* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only

Recent Infrastructure Projects

SIDEWALK: On the west side of 6th Street from 13th Avenue to 15th Avenue near Peter Kirk Elementary.

CROSSWALK IMPROVEMENTS: On 7th Avenue S at 1st Street, 4th Street, and 5th Street.

SIGHT DISTANCE IMPROVEMENT: At 15th Avenue and 4th Street.

ASPHALT WALKWAY ALONG: 7th Avenue between 6th and 8th Streets.

Schools*

- Kirk Elementary School at 6th Street
- Kirkland Middle School at NE 18th Street
- Lake Washington High School at NE 80th Street

*Infrastructure projects are described on the following pages



Map 10: Norkirk

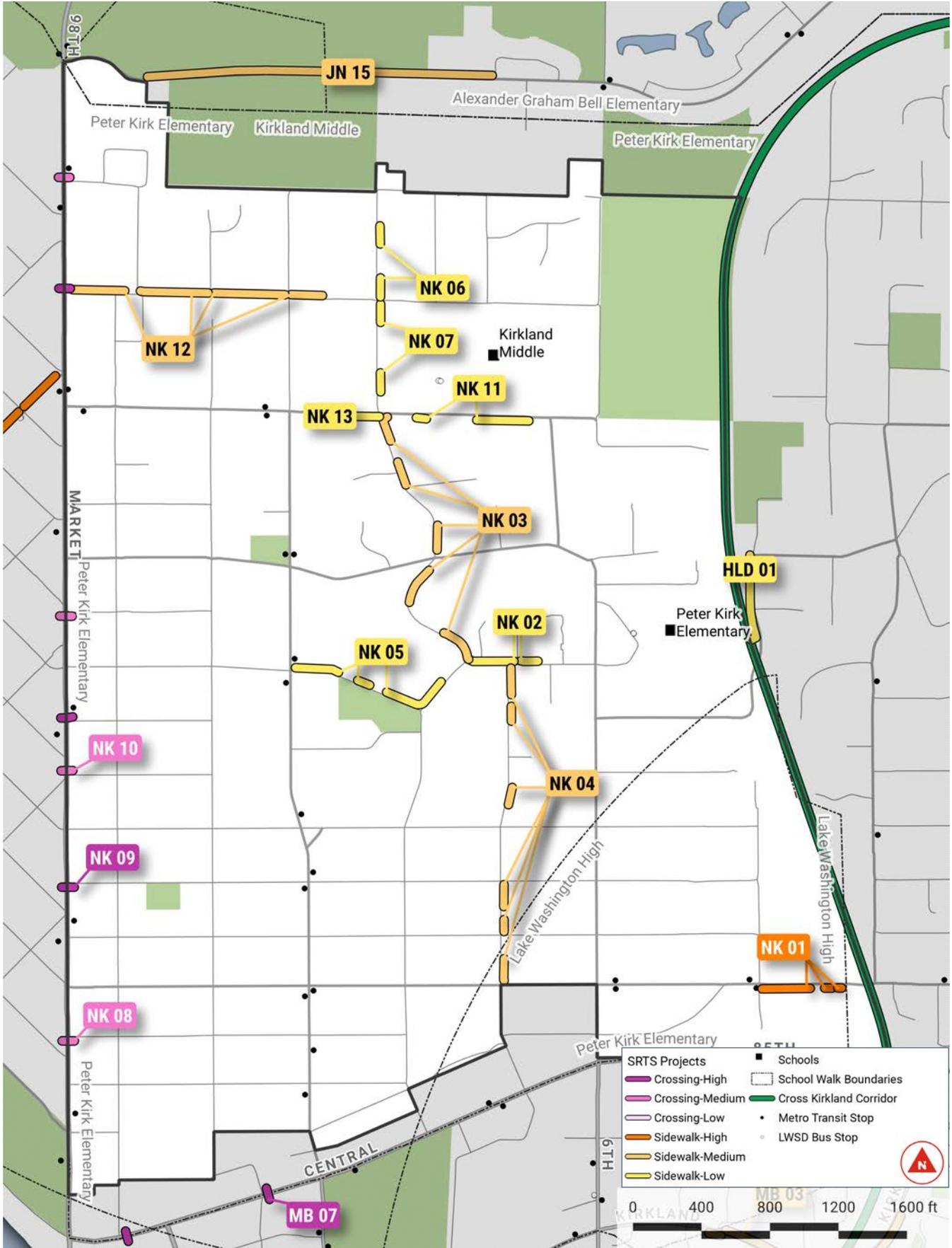


Table 22: Norkirk Prioritization Table

Project ID	Project Type	Location	Priority
NK 01	Sidewalk	7th Ave from 8th St to 9th St	High
NK 02	Sidewalk	13th Ave from 5th Pl to 4th St	Low
NK 03	Sidewalk	4th St from 18th Ave to 13th Ave	Medium
NK 04	Sidewalk	5th St from 7th Ave to 13th Ave	Medium
NK 05	Sidewalk	13th Ave from 3rd St to 4th St	Low
NK 06	Sidewalk	4th St from north of 19th Ave to 20th Ave	Low
NK 07	Sidewalk	4th St from north of 18th Ave to 19th Ave	Low
NK 08	Enhance crossing	Market St at 6th Ave	Medium
NK 09	Enhance crossing	Market St at 9th Ave	High
NK 10	Enhance crossing	Market St at 11th Ave	Medium
NK 11	Sidewalk	18th Ave from 4th St to 5th Pl	Low
NK 12	Sidewalk	19th Ave from Market St to 4th St	Medium
NK 13	Sidewalk	18th Ave from 4th St to west of 4th St	Low



NK 09 Enhance crossing: Market Street at 9th Avenue



NK 01 Sidewalk: 7th Ave from 8th St to 9th St

North Rose Hill



Twain Elementary School



Rose Hill Middle School



Lake Washington High School

Table 23: North Rose Hill Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*			
		Twain Elementary School	Rose Hill Middle School	Lake Washington High School	Washington State
Total households within school's walk area		1,443	167	755	-
Total number of students attending		659	1,028	1,779	-
Students from low-income families		14.9%	16.1%	14.1%	45.3%
Students with disabilities		13.1%	11.3%	9.3%	14.4%
English Language Learners		18.4%	8.6%	4.5%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	14.0%	13.3%	12.7%	24.0%
	American Indian/ Alaskan Native students	0.5%	0.0%	0.1%	1.3%
	Asian students	22.8%	27.5%	12.5%	8.0%
	Black/ African American students	2.0%	2.1%	2.4%	4.4%
	Native Hawaiian/Other Pacific Islander students	0.5%	0.0%	0.0%	1.2%
	White students	49.5%	47.0%	63.8%	52.6%
	Students of Two or More Races	10.9%	10.0%	8.6%	8.6%



* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only

Recent Infrastructure Projects

SIDEWALK: On the south side of NE 104th Street from 132nd to 126th Avenues NE.

SIDEWALK: On the east side of 126th Avenue NE from NE 85th Street to NE 90th Street.

SIDEWALK: On the west side of 130th Avenue NE adjacent to Mark Twain Elementary.

RAPID FLASHING BEACON: On 132nd Avenue NE at NE 97th Street and NE 93rd Street.

Schools*

- Twain Elementary School at NE 95th Street
- Rose Hill Middle School at NE 75th Street
- Lake Washington High School at NE 80th Street

*Infrastructure projects are described on the following pages

Map 11: North Rose Hill

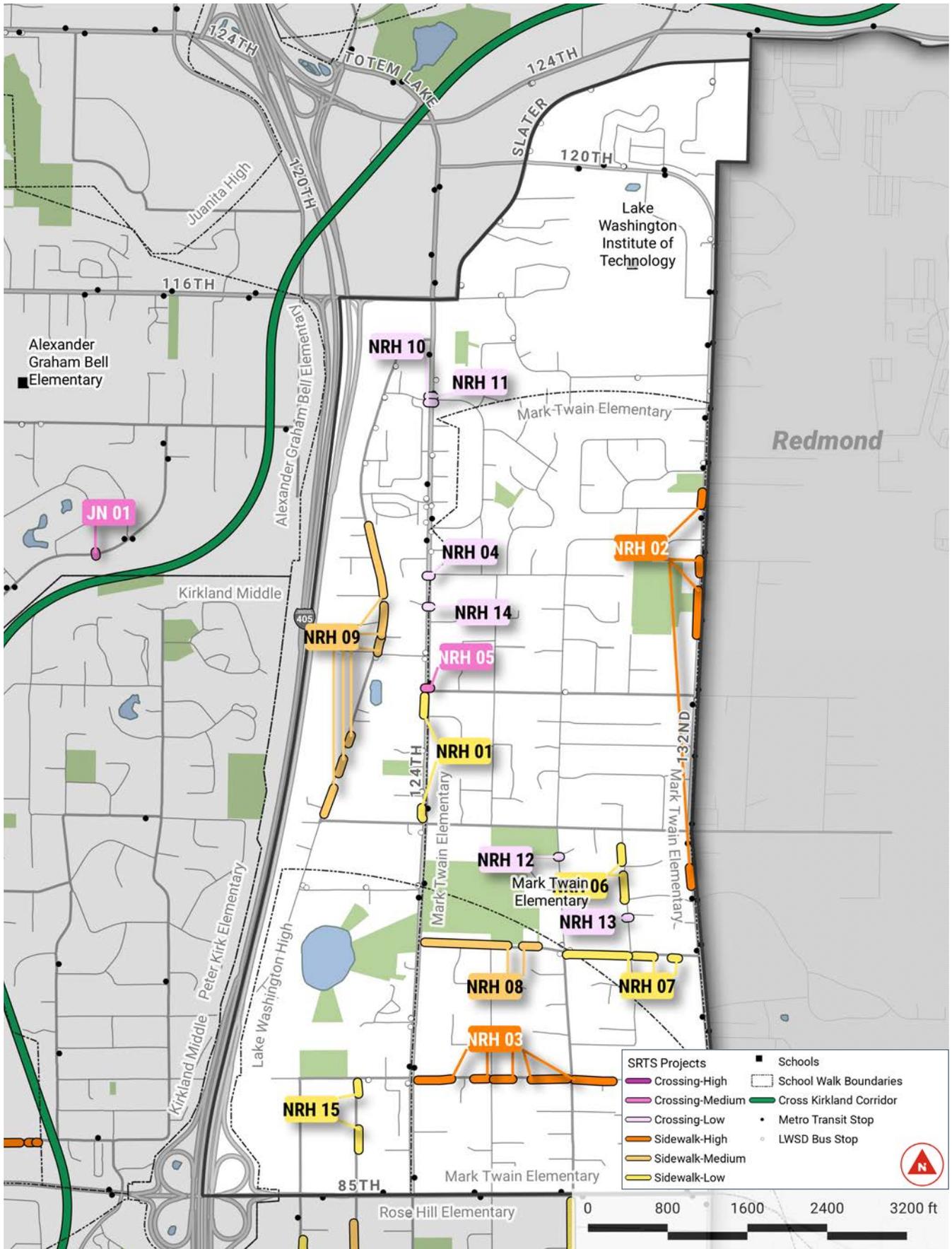
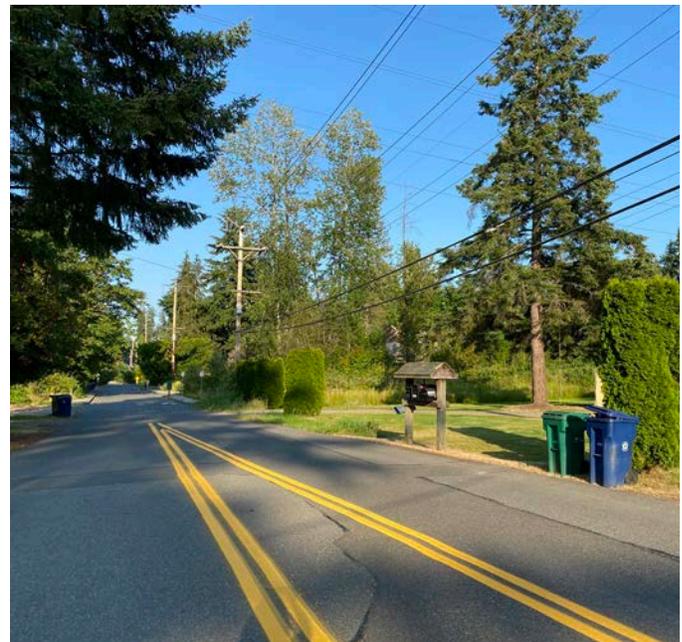


Table 24: North Rose Hill Prioritization Table

Project ID	Project Type	Location	Priority
NRH 01	Sidewalk	124th Ave NE from NE 100th St to NE 100th Pl	Low
NRH 02	Sidewalk	132nd Ave NE from NE 110th Pl to NE 97th St	High
NRH 03	Sidewalk	NE 90th St from 124th Ave NE to 128th Way NE	High
NRH 04	Enhance crossing	124th Ave NE at NE 107th Pl	Low
NRH 05	Enhance crossing	124th Ave NE at NE 104th St	Medium
NRH 06	Sidewalk	130th Ave NE from north of NE 98th Pl to NE 97th St	Low
NRH 07	Sidewalk	NE 95th St from east of 130th Ave NE to 128th Ave NE	Low
NRH 08	Sidewalk	NE 95th St from west of 128th Ave to 124th Ave NE	Medium
NRH 09	Sidewalk	Slater Ave NE from NE 100th St to NE 108th Pl	Medium
NRH 10	Enhance crossing	124th Ave NE at NE 112th Pl	Low
NRH 11	Enhance crossing	124th Ave NE at NE 112th Pl	Low
NRH 12	Enhance crosswalk lighting	128th Ave NE at NE 99th Ln	Low
NRH 13	Enhance crosswalk lighting	130th Ave NE at NE 96th Pl	Low
NRH 14	Enhance crosswalk lighting	124th Ave NE at NE 107th St	Low
NRH 15	Sidewalk	122nd Ave NE from NE 85th St to NE 90th St	Low



NRH 02 Sidewalk: 132nd Avenue NE from NE 110th Place to NE 97th Street



NRH 03 Sidewalk: NE 90th Street from 124th Avenue NE to 128th Way NE

South Rose Hill/Bridle Trails



Rose Hill Middle School



Lake Washington High School



Rose Hill Elementary School



Franklin Elementary School

Table 25: South Rose Hill/ Bridle Trails Neighborhood Snapshot

SCHOOLS SERVING THE NEIGHBORHOOD*					
	Franklin Elementary School	Rose Hill Elementary School	Rose Hill Middle School	Lake Washington High School	Washington State
Total households within school's walk area	689	1,481	1,772	1,481	-
Total number of students attending	481	487	1,028	1,779	-
Students from low-income families	7.3%	20.1%	16.1%	14.1%	45.3%
Students with disabilities	9.1%	9.0%	11.3%	9.3%	14.4%
English Language Learners	21.0%	19.1%	8.6%	4.5%	11.7%
Hispanic/ Latino of any race(s) students	6.9%	16.4%	13.3%	12.7%	24.0%
American Indian/ Alaskan Native students	0.2%	0.0%	0.0%	0.1%	1.3%
Asian students	37.6%	29.6%	27.5%	12.5%	8.0%
Black/ African American students	1.7%	2.3%	2.1%	2.4%	4.4%
Native Hawaiian/Other Pacific Islander students	0.0%	0.0%	0.0%	0.0%	1.2%
White students	46.2%	38.2%	47.0%	63.8%	52.6%
Students of Two or More Races	7.5%	13.6%	10.0%	8.6%	8.6%

RACE & ETHNICITY

South Rose Hill / Bridle Trails

* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card, Kirkland, Lake Washington School District only

Recent Infrastructure Projects

SIDEWALK: On the north side of NE 60th Street from 116th Avenue NE to 132nd Avenue NE.

SIDEWALK: On east side of 125th Avenue NE from NE 70th to NE 65th Place.

RAPID FLASHING BEACON: On NE 70th Place at 130th Avenue NE.

INTERSECTION IMPROVEMENTS: At 124th Avenue NE and NE 80th Street.

ALTERNATIVE SCHOOLS IN THE NEIGHBORHOOD

Northstar Middle School

Schools*

- Franklin Elementary School at NE 60th Street
- Rose Hill Elementary School at NE 80th Street
- Rose Hill Middle School at NE 75th Street
- Lake Washington High School at NE 80th Street

*Infrastructure projects are described on the following pages

Map 12: South Rose Hill/Bridle Trails

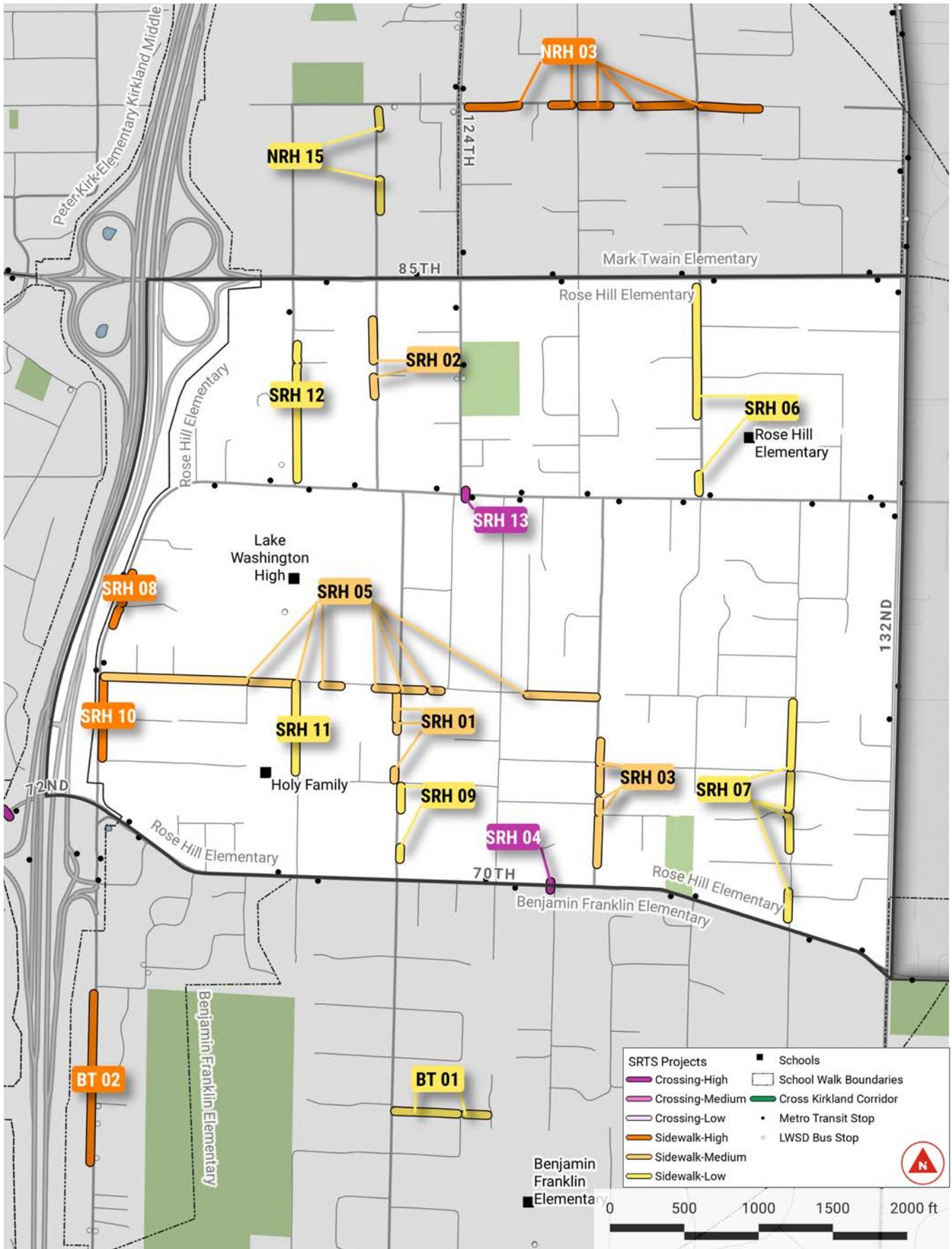


Table 26: South Rose Hill Prioritization Table

Project ID	Project Type	Location	Priority
SRH 01	Sidewalk	122nd Ave NE from NE 73rd St to NE 75th St	Medium
SRH 02	Sidewalk	122nd Ave NE from NE 82nd Ln to NE 85th St	Medium
SRH 03	Sidewalk	126th Ave NE from NE 70th St to north of NE 73rd St	Medium
SRH 04	Enhance crossing	NE 70th Street at 125th Ave NE	High
SRH 05	Sidewalk	NE 75th St from 126th Ave NE to 116th Ave NE	Medium
SRH 06	Sidewalk	128th Ave NE from NE 80th St to NE 85th St	Low
SRH 07	Sidewalk	130th Ave NE from NE 70th St to NE 75th St	Low
SRH 08	Sidewalk	116th Ave NE from north of 75th pl to south of NE 75th Pl	High
SRH 09	Sidewalk	122nd Ave NE from NE 70th St to NE 73rd St	Low
SRH 10	Sidewalk	116th Ave NE from NE 73rd St to NE 75th St	High
SRH 11	Sidewalk	120th Ave NE from NE 75th St to NE 70th St	Low
SRH 12	Sidewalk	120th Ave NE from north of NE 83rd St to NE 80th Stt	Low
SRH 13	Enhance crossing	NE 80th St at 124th Ave NE	High



SRH 08 Sidewalk: 116th Avenue NE south of NE 75th Place north of 75th Place



SRH 13 Enhance crossing: NE 80th Street at 124th Avenue NE

Totem Lake



Kamiakin Middle School



Juanita High School



Frost Elementary School



Muir Elementary School

Table 27: Totem Lake Neighborhood Snapshot

	SCHOOLS SERVING THE NEIGHBORHOOD*				
	Frost Elementary School	Muir Elementary School	Kamiakin Middle School	Juanita High School	Washington State
Total households within school's walk area	200	252	160	947	-
Total number of students attending	441	425	603	1,543	-
Students from low-income families	33.6%	30.6%	27.9%	22.9%	45.3%
Students with disabilities	12.7%	11.8%	13.6%	11.3%	14.4%
English Language Learners	22.7%	24.2%	10.3%	7.3%	11.7%
Hispanic/ Latino of any race(s) students	29.7%	16.7%	18.7%	15.0%	24.0%
American Indian/ Alaskan Native students	0.5%	0.5%	0.7%	0.2%	1.3%
Asian students	6.6%	27.3%	22.4%	17.0%	8.0%
Black/ African American students	3.6%	3.3%	2.5%	3.4%	4.4%
Native Hawaiian/Other Pacific Islander students	0.5%	0.2%	0.2%	0.2%	1.2%
White students	49.9%	42.6%	43.9%	55.0%	52.6%
Students of Two or More Races	9.3%	9.4%	11.6%	9.1%	8.6%



RACE & ETHNICITY

* Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland, Lake Washington School District only

Recent Infrastructure Projects

PURCHASE AND DEVELOPMENT: Of the Cross Kirkland Corridor Interim Trail.

RAPID FLASHING BEACON: On 116th Avenue NE at 12500 block.

TRAFFIC MEDIAN ISLAND: On Slater Ave NE at NE 119th Street.

Schools*

- Frost Elementary School at NE 140th Street
- Muir Elementary School at 132nd Avenue NE
- Kamiakin Middle School at 132nd Avenue NE
- Juanita High School at NE 132nd Street

*Infrastructure projects are described on the following pages

Map 13: Totem Lake

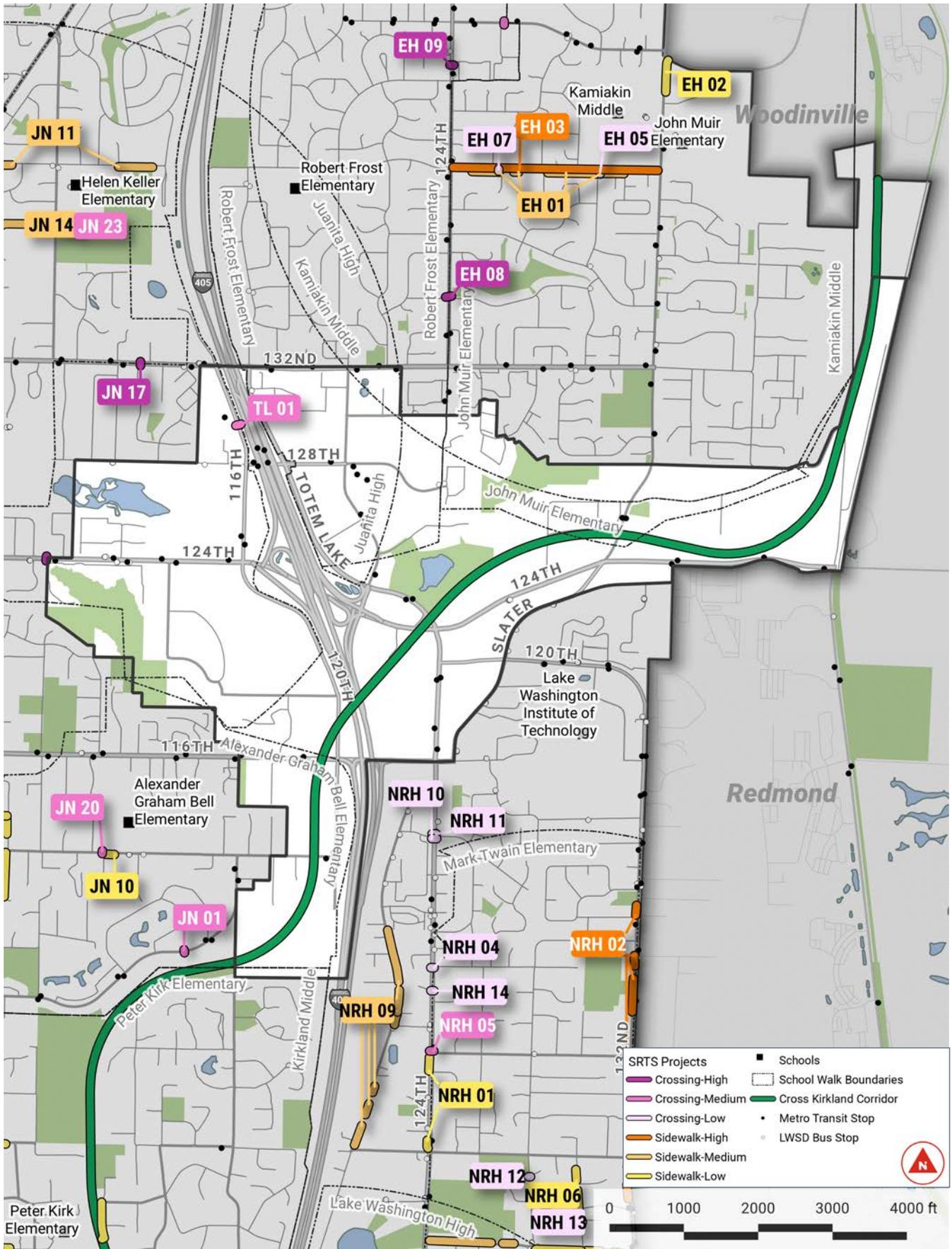


Table 28: Totem Lake Prioritization Table

Project ID	Project Type	Location	Priority
TL 01	Enhance crossing	116th Ave NE north of NE 128th St	Medium



TL 01 Enhance crossing: 116th Avenue NE north of NE 128th Street

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appendix

Table 29: Central Houghton Prioritization Table

Project ID	Project Type	Street Class	Priority Level	Sidewalk Linear Feet (approximate)
Central Houghton				
CH 01	Sidewalk	NEIGHBORHOOD ACCESS	Low	510
CH 02	Enhance crossing	MINOR ARTERIAL	Low	
CH 03	Enhance crosswalk lighting	MINOR ARTERIAL	Low	
CH 04	Sidewalk	NEIGHBORHOOD ACCESS	Low	308
CH 05	Sidewalk	NEIGHBORHOOD ACCESS	Low	266
Evergreen Hill (Kingsgate)				
EH 01	Sidewalk	NEIGHBORHOOD ACCESS	Medium	1402
EH 02	Sidewalk	COLLECTOR	Low	431
EH 03	Sidewalk	NEIGHBORHOOD ACCESS	High	2757
EH 04	Sidewalk	MINOR ARTERIAL	High	1386
EH 05	Enhance crosswalk lighting	NEIGHBORHOOD ACCESS	Low	
EH 06	Enhance crosswalk lighting	COLLECTOR	Medium	
EH 07	Enhance crosswalk lighting	NEIGHBORHOOD ACCESS	Low	
EH 08	Enhance crossing	MINOR ARTERIAL	High	
EH 09	Enhance crossing	MINOR ARTERIAL	High	
Everest				
EV 01	Sidewalk	COLLECTOR	Medium	673
EV 02	Sidewalk	COLLECTOR	Low	206
EV 03	Sidewalk	MINOR ARTERIAL	Medium	306
EV 04	Enhance crossing	MINOR ARTERIAL	High	
EV 05	Enhance crosswalk lighting	MINOR ARTERIAL	High	
Finn Hill				
FH 01	Sidewalk	Collector	High	163
FH 02	Sidewalk	COLLECTOR	Low	61
FH 03	Enhance crossing	COLLECTOR	High	
FH 04	Enhance crossing	COLLECTOR	High	

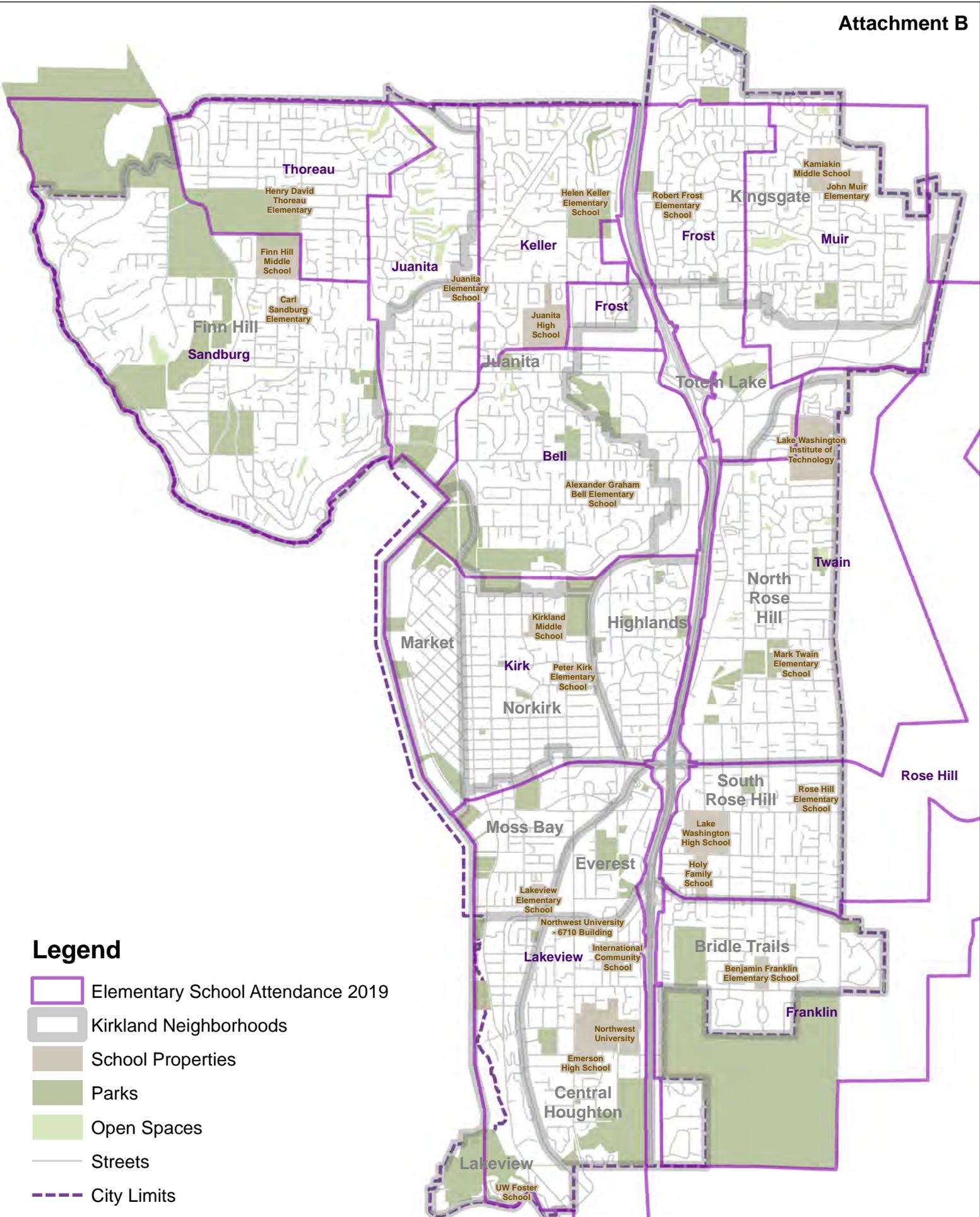
Project ID	Project Type	Street Class	Priority Level	Sidewalk Linear Feet (approximate)
FH 05	Enhance crossing	COLLECTOR	Medium	
FH 06	Enhance crossing	COLLECTOR	Medium	
FH 07	Enhance crossing	MINOR ARTERIAL	High	
FH 08	Enhance crossing	COLLECTOR	Medium	
FH 09	Sidewalk	COLLECTOR	High	1218
FH 10	Sidewalk	MINOR ARTERIAL	High	653
FH 11	Enhance crossing	MINOR ARTERIAL	High	
FH 12	Sidewalk	NEIGHBORHOOD ACCESS	Medium	1199
FH 13	Sidewalk	NEIGHBORHOOD ACCESS	Low	931
FH 14	Sidewalk	COLLECTOR	Medium	451
FH 15	Sidewalk	COLLECTOR	Medium	129
FH 16	Sidewalk	NEIGHBORHOOD ACCESS	Low	871
FH 17	Sidewalk	NEIGHBORHOOD ACCESS	Medium	1329
FH 18	Sidewalk	NEIGHBORHOOD ACCESS	Low	793
FH 19	Sidewalk	NEIGHBORHOOD ACCESS	Low	736
FH 20	Sidewalk	NEIGHBORHOOD ACCESS	Low	1160
FH 21	Sidewalk	COLLECTOR	High	293
FH 22	Sidewalk	MINOR ARTERIAL	High	3382
FH 23	Sidewalk	NEIGHBORHOOD ACCESS	Medium	1826
FH 24	Sidewalk	COLLECTOR	High	1033
FH 25	Enhance crossing	COLLECTOR	High	
FH 26	Sidewalk	COLLECTOR	Medium	885
FH 27	Enhance crosswalk lighting	COLLECTOR	High	
FH 28	Sidewalk	NEIGHBORHOOD ACCESS	Low	185
Highlands				
HLD 01	Sidewalk	COLLECTOR	Low	517

Project ID	Project Type	Street Class	Priority Level	Sidewalk Linear Feet (approximate)
Juanita				
JN 01	Enhance crossing	COLLECTOR	Medium	
JN 02	Enhance crossing - Multi-lane Street	PRINCIPAL ARTERIAL	High	
JN 03	Sidewalk	PRINCIPAL ARTERIAL	High	890
JN 04	Enhance crossing - Multi-lane Street	MINOR ARTERIAL	Medium	
JN 05	Enhance crossing - Multi-lane Street	PRINCIPAL ARTERIAL	High	
JN 06	Enhance crossing - Multi-lane Street	PRINCIPAL ARTERIAL	High	
JN 07	Enhance crossing - Multi-lane Street	PRINCIPAL ARTERIAL	High	
JN 08	Sidewalk	COLLECTOR	Medium	1834
JN 09	Sidewalk	NEIGHBORHOOD ACCESS	Low	2428
JN 10	Sidewalk	COLLECTOR	Low	117
JN 11	Sidewalk	NEIGHBORHOOD ACCESS	Medium	789
JN 12	Sidewalk	NEIGHBORHOOD ACCESS	Low	596
JN 13	Sidewalk	NEIGHBORHOOD ACCESS	Low	870
JN 14	Sidewalk	NEIGHBORHOOD ACCESS	Medium	1764
JN 15	Sidewalk	COLLECTOR	Medium	2015
JN 16	Enhance crossing	PRINCIPAL ARTERIAL	High	
JN 17	Enhance crossing	PRINCIPAL ARTERIAL	High	
JN 18	Enhance crossing - Multi-lane Street	PRINCIPAL ARTERIAL	High	
JN 19	Enhance crossing	PRINCIPAL ARTERIAL	High	
JN 20	Enhance crossing	COLLECTOR	Medium	
JN 21	Sidewalk	NEIGHBORHOOD ACCESS	Low	160
JN 22	Sidewalk	COLLECTOR	Low	839
JN 23	Enhance crossing	COLLECTOR	Medium	
JN 24	Enhance crosswalk lighting	COLLECTOR	High	
JN 25	Enhance crosswalk lighting	MINOR ARTERIAL	Low	

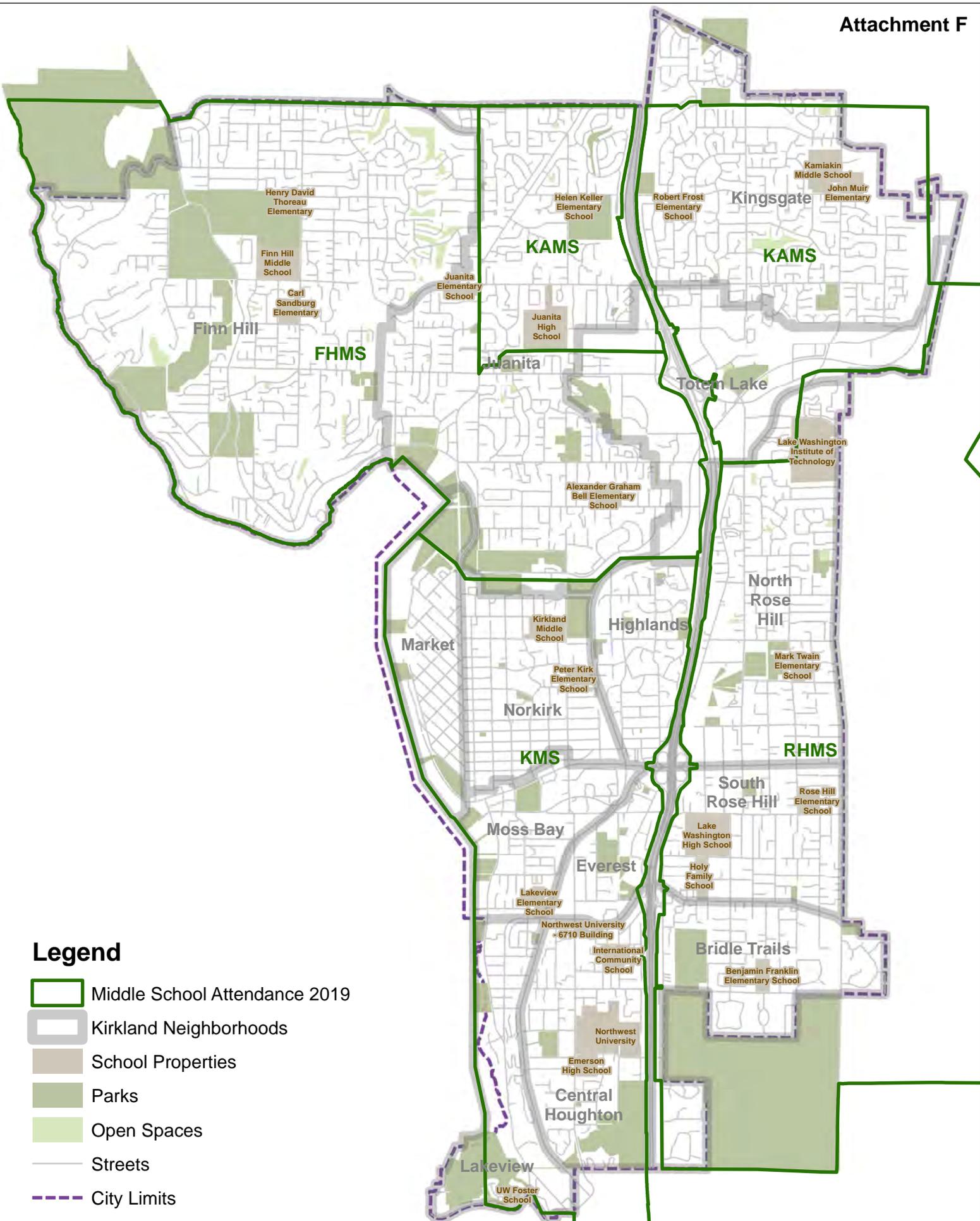
Project ID	Project Type	Street Class	Priority Level	Sidewalk Linear Feet (approximate)
Lakeview				
LV 01	Enhance crossing	PRINCIPAL ARTERIAL	High	
Moss Bay				
MB 01	Enhance crossing	MINOR ARTERIAL	High	
MB 02	Sidewalk	MINOR ARTERIAL	Medium	591
MB 03	Sidewalk	MINOR ARTERIAL	Medium	428
MB 04	Enhance crossing	MINOR ARTERIAL	High	
MB 05	Enhance crossing	wPRINCIPAL ARTERIAL	High	
MB 06	Enhance crossing	PRINCIPAL ARTERIAL	High	
MB 07	Enhance crossing	PRINCIPAL ARTERIAL	High	
MB 08	Enhance crossing	PRINCIPAL ARTERIAL	High	
MB 09	Enhance crossing	MINOR ARTERIAL	High	
Market				
MK 01	Sidewalk	COLLECTOR	High	799
MK 02	Enhance crossing	PRINCIPAL ARTERIAL	High	
MK 03	Enhance crossing	PRINCIPAL ARTERIAL	Medium	
MK 04	Enhance crossing	PRINCIPAL ARTERIAL	Medium	
MK 05	Enhance crossing	PRINCIPAL ARTERIAL	High	
Norkirk				
NK 01	Sidewalk	COLLECTOR	High	347
NK 02	Sidewalk	NEIGHBORHOOD ACCESS	Low	366
NK 03	Sidewalk	NEIGHBORHOOD ACCESS	Medium	890
NK 04	Sidewalk	NEIGHBORHOOD ACCESS	Medium	670
NK 05	Sidewalk	NEIGHBORHOOD ACCESS	Low	722
NK 06	Sidewalk	NEIGHBORHOOD ACCESS	Low	216
NK 07	Sidewalk	NEIGHBORHOOD ACCESS	Low	217
NK 08	Enhance crossing	PRINCIPAL ARTERIAL	Medium	

Project ID	Project Type	Street Class	Priority Level	Sidewalk Linear Feet (approximate)
NK 09	Enhance crossing	PRINCIPAL ARTERIAL	High	
NK 10	Enhance crossing	PRINCIPAL ARTERIAL	Medium	
NK 11	Sidewalk	COLLECTOR	Low	362
NK 12	Sidewalk	NEIGHBORHOOD ACCESS	Medium	1298
NK 13	Sidewalk	COLLECTOR	Low	313
North Rose Hill				
NRH 01	Sidewalk	PRINCIPAL ARTERIAL	Low	298
NRH 02	Sidewalk	MINOR ARTERIAL	High	912
NRH 03	Sidewalk	COLLECTOR	High	1415
NRH 04	Enhance crossing	PRINCIPAL ARTERIAL	Low	
NRH 05	Enhance crossing	PRINCIPAL ARTERIAL	Medium	
NRH 06	Sidewalk	NEIGHBORHOOD ACCESS	Low	407
NRH 07	Sidewalk	COLLECTOR	Low	886
NRH 08	Sidewalk	COLLECTOR	Medium	984
NRH 09	Sidewalk	COLLECTOR	Medium	1666
NRH 10	Enhance crossing	PRINCIPAL ARTERIAL	Low	
NRH 11	Enhance crossing	PRINCIPAL ARTERIAL	Low	
NRH 12	Enhance crosswalk lighting	NEIGHBORHOOD ACCESS	Low	
NRH 13	Enhance crosswalk lighting	NEIGHBORHOOD ACCESS	Low	
NRH 14	Enhance crosswalk lighting	PRINCIPAL ARTERIAL	Low	
NRH 15	Sidewalk	COLLECTOR	Low	328
South Rose Hill/Bridle Trails				
SRH 01	Sidewalk	COLLECTOR	Medium	316
SRH 02	Sidewalk	COLLECTOR	Medium	397
SRH 03	Sidewalk	COLLECTOR	Medium	696
SRH 04	Enhance crossing	MINOR ARTERIAL	High	
SRH 05	Sidewalk	NEIGHBORHOOD ACCESS	Medium	2180

Project ID	Project Type	Street Class	Priority Level	Sidewalk Linear Feet (approximate)
SRH 06	Sidewalk	COLLECTOR	Low	983
SRH 07	Sidewalk	NEIGHBORHOOD ACCESS	Low	1082
SRH 08	Sidewalk	COLLECTOR	High	328
SRH 09	Sidewalk	COLLECTOR	Low	235
SRH 10	Sidewalk	COLLECTOR	High	519
SRH 11	Sidewalk	NEIGHBORHOOD ACCESS	Low	593
SRH 12	Sidewalk	COLLECTOR	Low	863
SRH 13	Enhance crossing	COLLECTOR	High	
BT 01	Sidewalk	NEIGHBORHOOD ACCESS	Low	571
BT 02	Sidewalk	COLLECTOR	High	1135
BT 03	Enhance crosswalk lighting	COLLECTOR	Low	
Totem Lake				
TL 01	Enhance crossing	MINOR ARTERIAL	Medium	



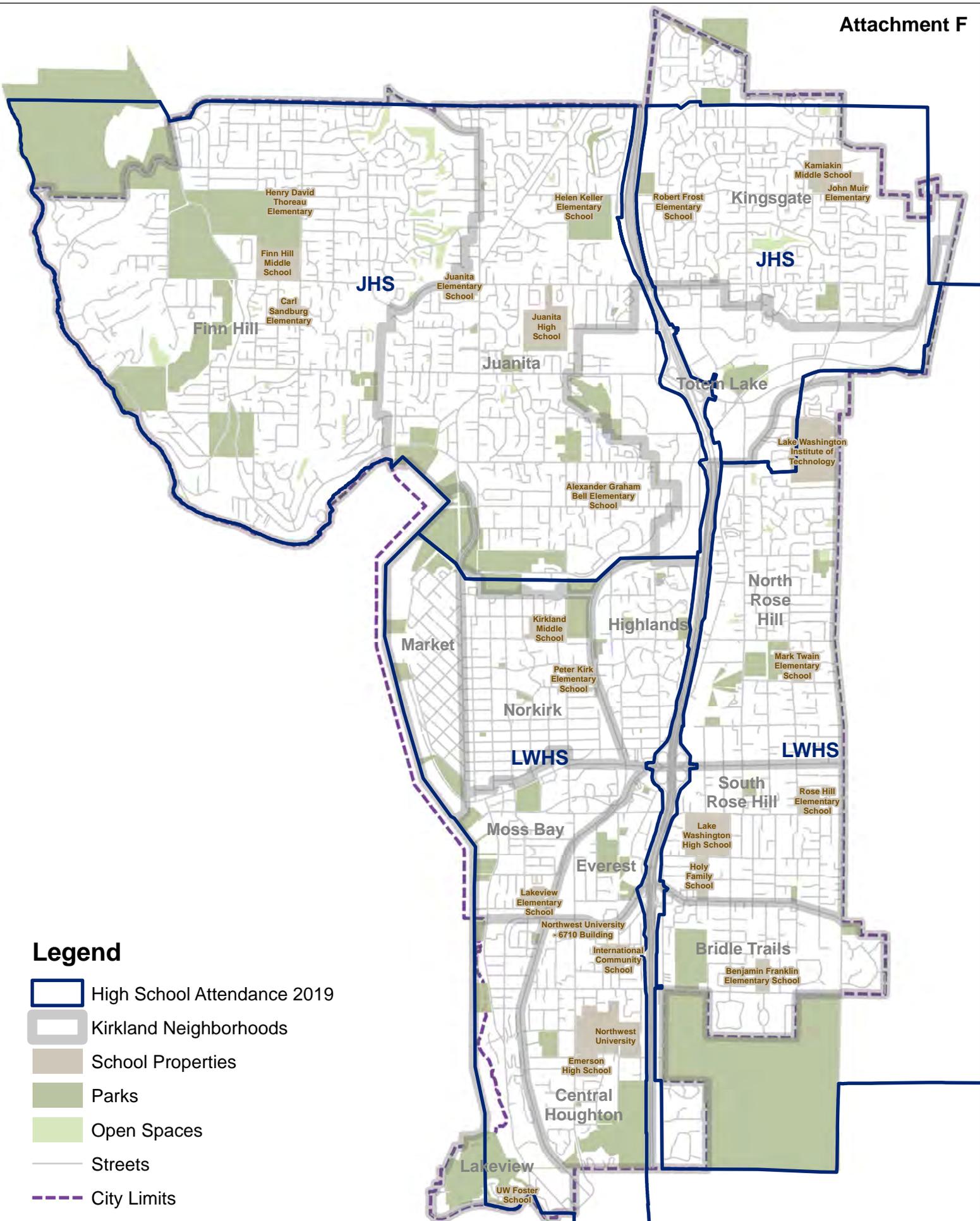
Elementary School Attendance Areas



Legend

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

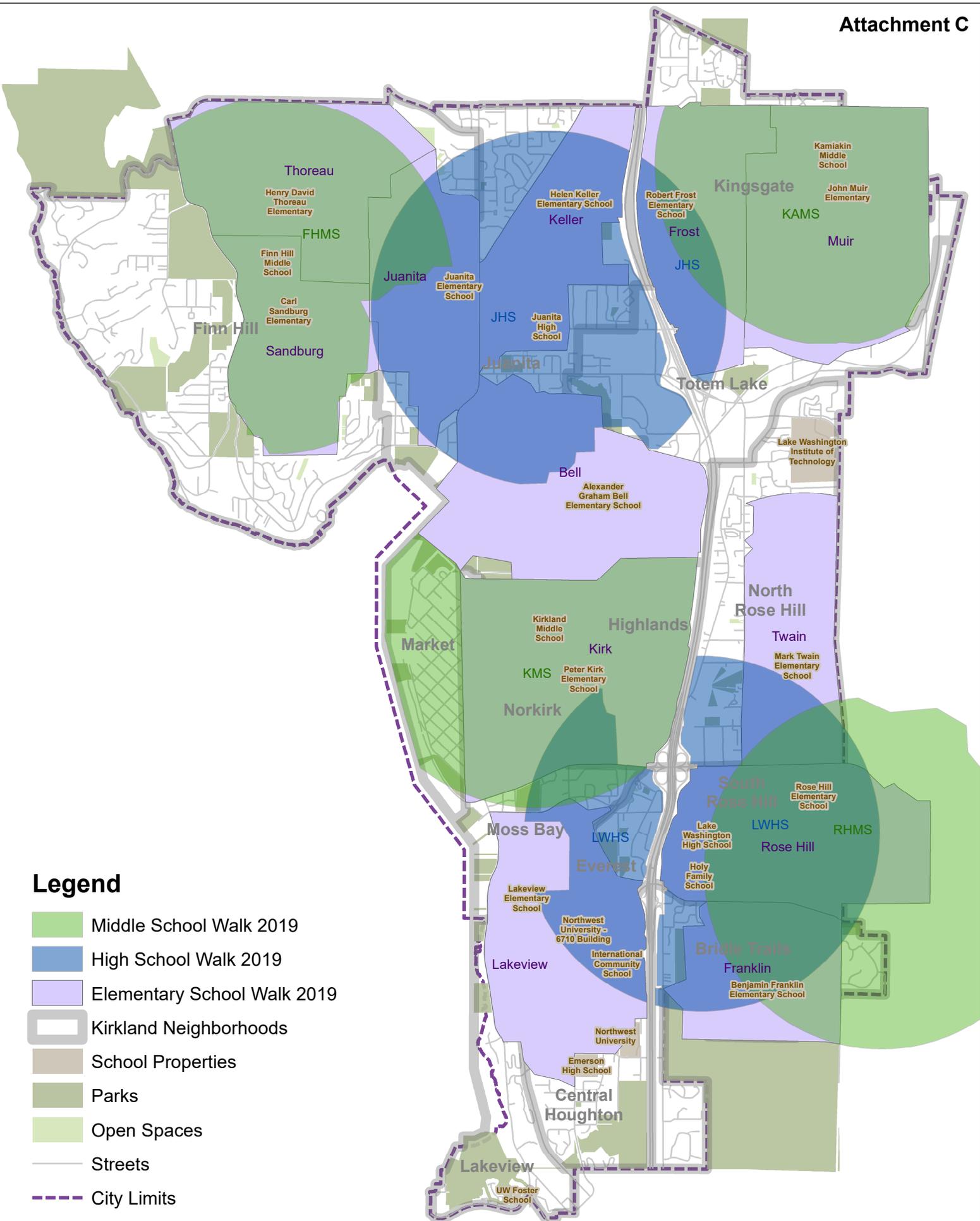
Middle School Attendance Areas



Legend

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

High School Attendance Areas



Legend

- Middle School Walk 2019
- High School Walk 2019
- Elementary School Walk 2019
- Kirkland Neighborhoods
- School Properties
- Parks
- Open Spaces
- Streets
- City Limits

School Walk Boundaries

Walk Recommendation Prioritization

Points	Safer Routes to School Walk Recommendation Prioritization
40	Improve safety—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.
	Crosswalk Risk Factor: Crosswalk recommendations where there are multiple traffic lanes, multiple crash reports, higher traffic speeds, or higher volumes.
	Roadway Risk Factor: Sidewalk recommendations on roads with a history of pedestrian and bicycle accidents.
20	Link to Land Use—Choose sidewalks and crosswalks that expand and enhance walkability and places where current pedestrian volumes are high.
	Within School Walk Boundary: Walk recommendations within school walk boundary(ies), as defined by the Lake Washington or North Shore School Districts.
	Distance to School: Walk recommendation in close proximity to school(s).
	Greatest benefit: Number of households benefiting from walk recommendation.
5	Connect to the Cross Kirkland Corridor—Make numerous strong links to the CKC.
	Cross Kirkland Corridor Access: Walk recommendations providing direct access to the Cross Kirkland Corridor.
15	Make Connections—Give high priority to projects that fill gaps by connecting existing sidewalks.
	Fills gap on Arterial or Collector: Walk recommendations filling gaps on one side of arterials and collectors.
	Fills gap on Designated School Walk Route: Walk recommendations filling gap on one side of designated school walk routes on arterials and collectors.
10	Connect to Transit—Complete walkways that allow easy access to transit, particularly regional transit.
	Distance to School Bus: Walk recommendations in close proximity to a bus stop.
	Distance to Metro Bus: Walk recommendations in close proximity to a school bus stop
20	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.
	Suggested by the public: Walk recommendations suggested by the public.
	Community Priorities: The public's walk recommendation voting results.

8	<p>Safe, Inclusive, and Welcoming City for all people—The City of Kirkland strives to ensure the Safer Routes to School initiatives benefit all demographic groups, with attention to ensuring safe, healthy, and fair outcomes for students from low-income families, students of color, and students with disabilities.</p>
	<p>Health Equity Need Score: Walk recommendations serving schools with higher levels of low-income families, students of color, and students with disabilities.</p>
118	Total Possible Points

Public Comments from Interactive Map

BT02	This is our daily route to Franklin elementary and we need a sidewalk!
BT02	This is the busy back entrance to Ben Franklin Elementary. Cars drive to drop students at the back gate and families walking to school have no option other than to walk on the road. Some cars speed and some kids on bikes or foot are oblivious to cars approaching them from behind. A sidewalk on this section of 65th would prevent these dangerous interactions between cars and pedestrians.
BT02,BT03,BT04	Everybody should be safe to walk more.
BT02,EV04	Dangerous walk to school in the morning without sidewalk.
BT02,SRH04,SRH08	Owner of 12304 NE 65th ST --- high dead-end traffic volume for pickup/drop-off at Ben Franklin. Main walking route to school ground facilities during non-school hours/weekends
CH01,CH06,SRH15	Dangerous situations for student/child/pedestrian safety where I've witnessed near collisions. Fatalities are only a matter of time.
CH05,CH06,MB10	There have been a lot of families with such aged children moving into the neighborhood competing with increasing levels of cut through traffic due to failing arterials and intersections.
CH06	Also-Please add a bridge over the 108th/68th intersection!!!! 🙏
CH06	Blind corner, speeders, people avoiding 108th cutting through neighborhood. Many families with small kids. I raised 5 children and thank God we've only had near misses and no full-on collisions with cars
CH06	Child attends Kirkland Children's School
CH06	Kid goes to lakeview.
CH06	Numerous children in the neighborhood.
CH06	This is a blind bend in the road with no sidewalks and many children around. Also, cars in the neighborhood tend to drive too quickly in this area. In addition, there is another road that intersects in this area with no stop sign so it is a very dangerous area. As an adult, I myself am concerned walking around this bend and am constantly looking for cars. It's a very dangerous area of road in our neighborhood.
CH06	This is a blind corner in the neighborhood. This route is a convenient "detour" for vehicles from outside the neighborhood, BEST and Emerson vehicles for example. They may not be sensitive to local speed limits and family concerns. Anything that will slow speeds, increase stops will save lives. With no checks in place, someone will eventually be killed on this corner.
CH06	This proposal is adjacent to our property and we have seen so many car/pedestrian "near-misses" it's only time until somebody walking, or biking will be hit by a car on this blind corner. We have about 10 elementary school aged children in our neighborhood who are out in danger daily walking the route around this corner.
CH06	This project was suggested by the public - no sidewalks, poor sight distance, and cut-through traffic to avoid northbound queuing on 108th

CH06	It is difficult to determine what the proposed solution is, but "Dead Man's Curve" as it's known on 111th Ave NE needs a way to make it safer for all people walking there.
CH06,EV01,EV02	poor sight distance, children walking from 108th school bus, no sidewalk or pathway
CH06,SRH11,SRH13	Our children went to LW and often walked on the side streets where there were no sidewalks and traffic was intense. Also, the crossing NE 48th Street/108th Ave, NE corner is very dangerous. I have almost run over a woman with stroller, and sometimes I walk there and had almost been run over. The visibility in that corner is very limited, and even if you are careful, it is a very dangerous corner. I suggest for next year this corner should be addressed with a sidewalk.
EH01,EH02,EH04	I chose projects that would make our walk to John Muir safer.
EH01,EH02,EH06	Child walking to school
EH01,EH03,EH04	Our family has personally witnessed 2 car/ pedestrian accidents in this crosswalk. Something has to be changed
EH01,EH09,SRH04	Children walking to school
EH02	We have seen children almost get hit by cars. The children walk in our front yard to avoid getting hit. There are no cross walks nearby and parents even drop their children off on the side of the road with no sidewalk. It is so dangerous and right in the middle of two schools. Muir being a walking school.
EH02	What about the 1/2 block between the existing sidewalk and the proposed? I personally put up a proposal including the whole strip of 140th missing a sidewalk. This road is vital to the walking school and an accident waiting to happen. The whole side of the road needs to have a sidewalk.
EH02,EH03,EH04	It would be nice if we could benefit kids of color and low-income kids. Hope that can be a factor next time.
EH02,EH03,EH04	No sidewalk on a main road to a walking school with hundreds of houses. We have seen children almost get hit because a car is parked in the shoulder and there is no sidewalk.
EH02,EH04,EH06	My child walks this path to school it's a fall hazard in many places
EH02,EH04,EH06	Some children walk alone
EH03	This intersection needs more a sidewalk added. It needs a traffic revision such as a circle, with the apartments going into the north school time traffic will only increase.
EH03,EH04,EH07	EH3 is in my driving path every day. I see kids trying to cross there before and after school and it is dangerous because of the hill that blocks sight lines. ALSO- EH7 is not readily visible on this map, I only found it because I was specifically looking for it, knowing it was a problem area.
EH04	The current conditions are not ADA compliant
EH04,EH05	This route is on the way to MS for neighbors and eventually my kids. They are forced to walk on the road because of the steep slope.
EH04,EH05,EH08	We try hard to be a walking family. Safe sidewalks will help!
EH04,EH06,EH08	Part of regular walking loop

EH04,EH06,JN19	improves safety for elderly, disabled and kids on roadways that currently see frequent speeders
EH05	Woodmoor
EH05,FH06	My children must cross Juanita Blvd to walk to school. Walking to school is faster than taking the bus as the bus stop is .9 miles from our house and the school is less than .6 miles. But only if they cross Juanita.
EH06,EH07,EH10	Safety for child walking to school
EH07	This is a direct bike and walk commune for Kingsgate kids to Kamiakin- it is a dangerous spot that parents frequently prefer to drive the short distance rather than let their kids go. Those extra cars compound the problem when parents running late can cause accidents.
EV01	a well maintained and safe path is on opposite side of street. It is waste of money to build a sidewalk on both sides of street. And this side of street has important drainage ditch
EV01,EV02,EV06	None, my children attend Lakeview Elementary
EV02	So close to school. Young kids.
EV02	There is a sidewalk on opposite side of street. And due to cars running the stop sign in this area people should only walk on the side of the street where sidewalk is present already. waste of money to build a sidewalk on both sides of street
EV03,JN17,MB08	I don't have kids, so I picked projects where I also walk and feel uncomfortable as an adult, thinking they'd be even worse for kids and helpful to more members of the public than just kids.
EV04,EV05	We, and many others in our neighborhood, walk to school on 65th every day and parents drive in and out of the street at high speeds to drop off their children at the back of the school. We were told by neighbors who have lived there for a long time that there used to be a speed bump on the street, but it was removed when the road was repaved. This area is essentially a second entrance for the school.
EV04,FH03,FH07	Because FH 06 has been said "NO" to many times. Just forget about FH 06. This is a gateway to putting a road there. The kids won't walk. Their mom's drive them down the street to the bus stop, you think they will walk to school?
FH01	When students walk to school from south of 125th on 84th towards Sandburg Elementary and Finn Hill Middle School it is on the street with no sidewalk. It would greatly benefit two schools and hundreds of students in the building of this sidewalk.
FH01	Approve
FH01,FH06,FH28	Putting sidewalks all along 84th Ave is important. Its effects hundreds of students each day walking to three different schools.
FH02	It is not only my only children; I was watching a steady stream pass by every school day. The city has done a great job adding sidewalks, but this last section remains a danger zone. People also do not usually come to a full stop at the stop signs in this area and regularly speed well above the posted 25 MPH speed limit.
FH02,FH18,FH22	One child goes to Thoreau and uses this walking path on FH 18 and 22. Another child goes to EAS and uses FH 2.

FH02,FH18,FH23	Child with disability
FH02,FH18,FH23	Neighbor has disabled child
FH03	When 84th Ave is full of stopped cars, drivers not going to the school sometimes drive in oncoming lanes. They will not see any pedestrians in the crosswalk. Flashing lights would greatly increase safety for pedestrians.
FH03,FH23,FH28	For FH28 - in addition should include a flashing light to cross the street to Finn Hill Middle School would makes sense. FH23 is great idea - it's not only a nightmare to walk without a sidewalk but hard to see pedestrians as a driver. Extra lighting in this area may be necessary especially during dark rainy fall/winter days.
FH06	Yes, please, there is no safe crossing of Juanita Drive for all this residential on the west side.
FH06	Not sure about this crosswalk and how you plan for students to walk from Finn Hill Middle School and Sandburg Elem. Are they to cross this busy unsafe intersection and go down to the ravine and up it before reaching a dirt road? I've heard in the past about a walking bridge over Juanita Dr. An improved crosswalk would be nice but as a longtime resident on 74th Ave NE I question if students are to walk down into the ravine and up the steep side to reach NE132nd ST, a dirt road? I don't see young children doing that. I'm also concerned for safety of those crossing Juanita Drive even with an enhanced crosswalk. It is not a safe intersection with a curve right before it if coming from Kenmore. I was rear ended there while waiting to turn left onto NE 132nd St. Safety is my main concern. I think a walking bridge over Juanita Drive is the only way for this intersection to be safe for students.
FH06,FH11,FH23	connections across Juanita drive are important and lacking
FH06,FH12,FH28	We currently have zero pedestrian access in and out of the neighborhood. This would help that.
FH06,FH17,FH25	Holmes Point has serious safety problems for children walking to bus stops and no projects listed attempt to remedy this problem.
FH06,FH18,FH28	My daughter crosses Juanita Drive to get to school but can't walk due to the heavy traffic and lack of safe passage.
FH06,FH23,FH24	M children go to Finn Hill Middle School from the Finn Hill neighborhood. I see the car patterns. My selected top 3 will enhance walking and biking for sure.
FH06,FH31,FH32	Being able to cut property taxes by saving bus routes.
FH08	This is an important access point to and from Finn Hill. There needs to be an enhanced crosswalk as cars are moving fast around a blind corner.
FH08,FH11,FH23	Making "Goodwill Hill" a safe space for teenagers to walk and bike provides non-car access to Juanita High School from Finn Hill.
FH08,FH17,FH23	my main and first choice is FH17 by far. 128th is a well-used road from Juanita drive into Sandburg elementary area with zero sidewalk protection. with a new development currently being built, traffic will only increase. safety along this route for Sandburg should be increased. thank you.

FH08,MK01,NK11	I am a bicyclist and kids bike too. Although that might not sound like an extenuating circumstance it feels like bicyclist are an underrepresented minority in Kirkland. We matter too! Although bicycling is not seen as a handicap it feels like "we" get throw under the bus especially when it comes to building out infrastructures related to walking. The pedestrian bump out do NOT WORK WELL FOR THE BICYCLIST! Also, traffic slowing island don't help the bicyclist either because cars are pushed into the space, we are riding in. And the landscape barrier that are built into the shoulders of the road to slow traffic such as on 6th Street between 11th Ave and 12 Ave near Peter Kirk School THROW THE BICYCLIST UNDER THE BUS! Where is the bicyclist supposed to go? Please take ALL forms of Active Transportation into consideration when looking at one. Kids love to bicycle when it is safe. It is a great confidence building skill. Plan your streets for all modes of transportation!
FH09	I vote for this!
FH10	This stretch of road is lacking in sidewalks. My kids use to walk along this stretch of road, and it is not safe
FH10	Dangerous stretch of road with no sidewalk and no shoulder. Lots of pedestrians and bikers, but it's not safe.
FH10	there needs to be a sidewalk on both sides of the street here. this is a significant walkway for people accessing the bus stops at 134th and 90th heading, eventually east *and west* from 90th.
FH10	there needs to be a sidewalk on both sides of the street here. this is a significant walkway for people accessing the bus stops at 134th and 90th heading, eventually east *and west* from 90th.
FH10	there needs to be a sidewalk on both sides of the street here. this is a significant walkway for people accessing the bus stops at 134th and 90th heading, eventually east *and west* from 90th.
FH10,FH11,FH15	I walk often and these are the locations I struggle to most to stay out of a car's way. They are also locations where I see students dropped off by buses that are unsafe.
FH10,FH11,FH23	We walk this route as a family and cars have to go around us in the next lane. It's not safe.
FH10,FH18,FH22	We walk these routes daily with many other families. At least one of these families has a child with disabilities. They are the designated routes to school and are not safe enough without sidewalks.
FH10,FH21,FH24	This is a very steep hill with cars parked on both sides. It's difficult for cars to go up or down, let alone any pedestrians that must walk down the middle of the street to go around parked cars. There is a sidewalk further up the street, so it makes sense to connect it to 100th. This neighborhood should be walkable.
FH10,FH23,FH24	Children have been almost hit by cars multiple times during Halloween. Can't go on neighborhood walks.
FH10,FH24,JN24	There were no proposed improvements in my specific neighborhood of Holmes Point (which is lumped in with the larger Finn Hill neighborhood), thus I selected projects based upon arterials that I travel frequently that

	have bus stops or where I observe regular pedestrians but without continuous sidewalks
FH11,FH20,FH33	I live on 98th Ave. NE and watch many children (unaccompanied) walk to school using 98th Ave NE. There are NO sidewalks, NO speed bumps and NO slow when children are present signs. Sidewalks along 98th ave leading to 132nd would improve walkability and most importantly, the safety of the many children using this street to access Juanita elementary, and the Juanita High.
FH11,FH23,FH30	I'm a runner. I would like to cycle more in the neighborhood. I also have a dog. I like to walk around. The lack of sidewalks makes me feel very unsafe and unseen, especially by vehicles and cyclists. The hills don't help, and I can't imagine how scary it must be for parents whose kids are supposed to play in the neighborhood. I also wish I had more access to get places 100% on my own two feet/wheels, and the lack of sidewalks makes it very crowded/dangerous on the roads.
FH12	There is no safe way to cross Juanita Drive
FH12	The crossing is. potential higher risk as it is on a main arterial and traffic often exceeds the posted 35 mph. There are no stops or impediments to traffic between NE 122nd street and the QFC shopping center
FH13,FH14,FH18	Children near Thoreau need more sidewalks in which to walk/bike safely to school.
FH13,FH22,FH26	FH 26 is very important to me because it is the route we walk to school. But it should be important to everyone as it poses a significant safety threat. The crosswalk is positioned at an awkward road crossing and towards the bottom of a hill. Both obstacles make it difficult to see and prone to confusion. In our experience, the crossing guards have done an excellent job protecting students, but they cannot safely do the job alone.
FH14	138th is not big enough for sidewalks. No sidewalks are needed.
FH14,FH16,FH22	We are a walking school with literally NO sidewalks from our home to the school, we live 3 blocks away (5min). Very sad to see that there are no sidewalks for our little children who have no other option than to walk.
FH14,FH18,FH22	We walk to school every day and these would make our 3 kids under 8 safer
FH15	There are often students walking on this road. Illegal parking in the planting strip forces them to walk in the street. It's very dangerous.
FH15	This section of road is scary. Also recommend just making it a 4 way stop. People stop half the time here anyways.
FH15	This would be great. Always see people walking here.
FH15	This short continuation of the sidewalk will benefit everyone walking to LWSD or NSD schools and connect the east side of 84th safely to the Inglewood shopping center.
FH15,JN10,JN16	JN 10 _ I would vote three times for this location if I could. I live right off 145th in Kirkland and frequently walk my dog on 145th. There has been increased traffic since the toll on the bridge and all the new construction in the area. Often children and families are walking this road to 7-11 and my kids used to go on that street to Helen Keller when they missed their

	school bus. It is now a super busy arterial. PLEASE put in the sidewalk here. THANK YOU!!!
FH17	128th is a much-used street off Juanita drive entering the Sandburg elementary area without any sidewalk protection. with a new development just down the block, car traffic will increase, and safety should be addressed for children walking this route to school. thank you.
FH17,FH19,FH28	9 kids on NE 126TH PL all enrolled in or planning to enroll in Sandburg\Finn Hill.
FH17,JN09,MB08	FH 17 is a walk route for several kids to Sandburg Elementary. There is not even a shoulder on this road, and it is having heavy automobile traffic during school hours, being the shortest distance between the school and Juanita Drive. The other two were selected from the viewpoint of a driver and where I see pedestrians trying to cross most often.
FH19	Approve
FH21	The road is very steep, and cars are parked on both sides. It's very dangerous and difficult to walk up or down 139th St. There is a sidewalk farther up the street, it should connect to 100th. This is very dangerous!
FH22,FH23,FH24	The road has heavy traffic and is banked that frequently cars are driving on the shoulder. Not safe for pedestrians and were kids walk to school
FH22,FH23,JN24	Child attends Quest school
FH23	Would be great to see this as a shared use path improvement for both pedestrians and cyclists. It's a critical link between Juanita and Finn Hill and a shared use path would be far more comfortable for cyclists to use than an on-street bike lane.
FH23,FH24	I have kids and we walk everywhere including to my kid's elementary school. In our loop there are many blind curves and folks speeding throughout the loop.
FH23,FH24,FH30	FH 23 should be designed to permit bike riders to ascend safely as well as accommodate pedestrians. Thought should be given to exploring walk routes that use utility easements and open space connecting the top of the hill to the foot, near Juanita Elementary.
FH23,JN13,JN25	JN25 - Fully support this project being funded as it was a priority for the Juanita Neighborhood and was not funded under this year's NSP. JN13 - This walkway seems small but filling in the sidewalk gaps and providing a RRFB at JWW would be critical to opening the neighborhood west of JWW to become part of the official school walk route map for Keller Elementary (which it is not now). FH23 - Recommend this be a shared use path to link Juanita and Finn Hill. It would serve both Juanita Elementary and students going to Finn Hill Middle by both foot and bike.
FH24	Children are designated walkers to Juanita Elementary, Finn Hill Middle School, and Juanita High School on this route. Also, the King County Metro Bus goes through here.
FH24	Stretch of 90th has no sidewalk. Difficult for drivers to see children walking in the road during dark winter, rainy, or foggy weather.

FH24	This would be a huge safety improvement! When school was in session, students must walk around parked cars into the busy street as they walk to/from school. A sidewalk here would be beneficial to students and the general public.
FH24,JN10	Looking at where I run & feel things could be safer & where my kiddo will be walking along soon.
FH25	Approve
FH26	My daughter is smaller than average and the flags at this intersection do not help much here during non-school hours when we go play at school.
FH26	Voting for this!
HLD01	Highlands needs way more sidewalks
HLD01	How can this project be amended to address the lack of street lighting in this area? In the winter, this area is very dark in the morning and evening school drop-off and pickup times.
HLD01,MB08,MB09	My entire neighborhood has partial sidewalks and I constantly must cross the street because the sidewalk ends.
JN02	Would support an exploration of a full signal at 103rd near the NKCC rather than a HAWK signal at this location as there would be more community benefit both for the neighborhood as well as improving access to important opportunities at NKCC.
JN02,JN20	I'm disappointed that a pathway from NKCC to JHS wasn't on the list. It's infested with blackberries, slippery and heavily used.
JN08,JN10,JN13	With the possibility of school walking zones being extended to accommodate social distancing, I expect my kids will end up needing to walk to school in the future.
JN10	My kids I won't let to walk to school because people drive fast down this stretch of road and there are no sidewalks. Where the bus picks them up is dangerous because there are no sidewalks to the stop
JN10	The lack of a bike lane in this location is a DEATH waiting to happen. A separate bike lane, and not the current 'sharrows' is needed.
JN10	This is a must several us ride the bus and there is no sidewalk. also, very dark in the winter.
JN10	Very unsafe road for children and adults to walk on. Poor visibility in the dark. No sidewalk and vehicles pass on the shoulder since no turn lane.
JN10	this street desperately needs improvements before someone gets killed. no one stops for the standard crosswalk and motorists flat out fly despite the 30-mph limit. no sidewalks or streetlights on either side.
JN10	When west-bound from the 100th AVE to NW 145th ST, there is no shoulder for cyclists. If you are comfortable killing cyclists, then don't fix this. I commute though this intersection and put my life in the hands of inattention motorists every time. A wider shoulder will be a life saver. A raised sidewalk for pedestrians will be nice, but a separate bike lane, especially with the raised center divider keeping cars 'right there' is a critical addition. Thank you for your consideration.
JN10	a must! dark and muddy

JN10,JN13,JN16	JN10 really needs serious consideration. Because there is so much traffic, it is one of the most dangerous streets in the Juanita neighborhood.
JN10,JN15,JN16	I'm a senior
JN10,JN15,JN16	Safe walking to churches, 7-11, Safeway, and Helen Keller school for children. Very dangerous now especially when dark.
JN10,JN15,JN16	We do not have children, but are seniors living in a cul de sac. The only decent walk involves waling along 145th, which can be very scary at time.
JN11	Child attending Bell
JN11	child attends regular school
JN11	Children need to take a road without sidewalk
JN11	Corner intersection with surprisingly a lot of traffic for such road. There is no sidewalk in that area.
JN11	No safe route to school from my house (kid needs to walk on street)
JN11	uneven side, tripping hazard
JN11	walking hazard. uneven edge
JN11	great
JN12	My four children attend school around there
JN14	kids walking/biking to AG Bell (and increasing number of toddlers in neighborhood entering school years
JN14	lots of kids walking
JN15	This seems like a great project. However, I assume that JN13 should be funded first along with improvements routing to/from the RRFB at Juanita-Woodinville Way to provide a safe crossing for students to walk to Helen Keller.
JN16,JN25	Helen Keller Elementary is on 108th Ave NE. The traffic can be very heavy on this street, because drivers use it as a cut through. There are no speed bumps or other "calming" signage or road painting to slow down drivers. It is common for cars seen driven at 35 mph in the school zone. Keller is one of the only schools in Kirkland that does not have flashing crosswalks in the area. There are not adequate crosswalks, or signage, at this school. Families and children also frequently cross at Edith Moulton Park at NE 137th Place (just south of Keller). There are no crosswalks at this intersection, which is also a location for a bus stop for the middle school. Kids are darting back and forth across the street here, even during high traffic times. It is not safe!
JN17,MB03,NK01	More sidewalks would have the biggest impact in keeping vehicles away from pedestrians.
JN17,MK01,NK12	general safety for children and elderly who frequent these routes
JN17,SRH03,SRH15	Two SRH ones are critical for LWHS student safety. Other is heavily used by community.
JN22	Cars drive through the school zone so fast! I've seen way too many parents and kids almost get hit.
JN24	It is part of the future Billy Goat Trail
JN24	Middle school bus picks kids up there

MB01	There are currently no enhanced crosswalks on State street for kids to cross safely. This one is the closest to the school of the proposed projects and should be completed to give kids an easy and safe way to cross State Street. Thanks!
MB01,MB05,MB07	MB05 and MB01 are particularly dangerous crosswalks as cars are often exceeding the speed limit and not always watching for children crossing.
MB05,SRH03,SRH15	Route from my house to the bus stop and from the bus stop to high school
MB10,MK01,MK02	Child attends private school and uses MK02 to access bus.
MK01	This is to register my enthusiastic vote in favor of Route MK01 (sidewalk additions to 6th Street West). Addressing this particular route would not only improve school route safety, but also address a known pedestrian safety issue in our neighborhood, as this is a common north-south walking route. Thank you. From Kevin Harrang, neighborhood resident
MK01	I agree that the sidewalk should be on the north side of 6th Street W and parking should be eliminated on the north side of 6th St W at the hazardous intersection at Market, 6th St W and 18th Ave W. Right now, the dental office employees are parking on that side of the street making it difficult for cars to enter 6th Street W from Market safely. They have a parking garage and should use it. It would be nice if the city would create an open stream bed where possible and remove the culverts on the south side of 6th St West so that storm water could be naturally cleaned before entering Lake Washington.
MK01,MK02,MK03	My children must wait on someone's personal property for the school bus in the morning because there is not a sidewalk. When the bus drops them off at the end of the day, they are dropped into the middle of the street again because there isn't a sidewalk. This is not safe and a sidewalk in this location would solve this problem and create a safer walk to the bus/walk home from the bus route. We don't feel comfortable letting my 7-year-old (or my 10-year-old) walk by themselves because of the lack of sidewalks and the number of cars that use 6th street as a thoroughfare.
MK05	Children and other folks in neighborhood walk (dodge cars) on 19th going to/from home and Crestwood Park, Peter Kirkland Elementary and Kirkland Middle School. Very dangerous without sidewalks.
MK05,NK07,NK12	Children attending Kirkland Middle School
MK05,NK07,NK12	Safe roads for kids to walk to school
MK05,NK12,NK16	In the 18 years I've lived here, I cringe when I see kids walking up 19th to the junior high on the street with no sidewalk and cars rushing by.
NK02,NK03,NK04	Parents often bypass 6th St onto 5th and at excessive speeds with no consistent sidewalks on 5th St it put children and families at risk. School zones would be helpful.
NK02,NK04,NK12	I watch parents parking along 13th Ave and they must get out into bushes. Also, cars coming out of 5th St at 13th can't see to the west due to full easement. Lots of kids also walk up 5th from condos and apts on 6th and 7th Avenue and have no sidewalks for long stretches.
NK03	This is an incredibly dangerous route to walk for anyone. A sidewalk would provide safety improvements for all users — not only school children.

NK03,NK04,NK12	Kids regularly walk up 4th St. toward the middle school, currently no clear sidewalk path the full way.
NK03,NK04,NK12	kids walk alone
NK03,NK05,NK12	NK-12 - I live on 19th Ave. and my children and I have often had to duck into the bushes of our neighbors' homes to avoid being hit by a car since there is no consistent sidewalk on this street. In some parts of 19th there is not even a shoulder to walk on. Even though it's a direct route to KMS and Peter Kirk Elementary, I would not let my kids walk on it because of the danger. There is no continuous sidewalk for a "safe route to school" from my house. My kids would have to walk in the street with no shoulder to get to school even if they chose to walk east on 18th Ave.
NK03,NK07,NK12	These sections of road without sidewalks have been a problem for the 13 years my kids have been walking to school almost every day.
NK03,NK12	Lots of close calls with cars and kids walking on 19th ave
NK04,NK07,NK12	NK-07: School buses uses this route and there's no sidewalk for the many PK and KMS students who use it.
NK04,NK12,NK13	Child with disability
NK09,NK10,NK12	Safer for the kids to walk to school
NK11,NK12,NK15	We live on 1st ST between 19th and 20th, with a 2nd grader and Kindergartner. The walk to Peter Kirk Elementary is dangerous at best, as there are no sidewalks on 19th until you're near the middle school. People drive fast down the hill from 3rd Street to Market, making our walk especially dangerous. Sidewalks should be installed throughout the area served by Peter Kirk Elementary, since bus service isn't offered for our area.
NK12	19th Ave is a main street leading to Kirkland Middle School and Peter Kirk Elementary School. This street is very dangerous for adults and children alike. It does not have enough room for cars and pedestrians! There is a ditch on one side no sidewalk on the other, especially dyer when garbage cans are out.
NK12	19th in the evening when the sun is in my eyes, and children are walking on the street as they do with no other choices, I am blinded. It is so dangerous for walkers and for children and for drivers.
NK12	Adding a sidewalk at 19th ave will enable my kids to walk to school. Thanks!
NK12	Because of the proximity to schools, children walk 19th all the time, even with speed bumps this road is too dangerous and it's only a matter of time before someone is hurt
NK12	Child attends Kirkland Middle and walks from 19th Pl/2nd St. There are sections without easements and are dangerous.
NK12	child will be school age and it is unsafe to walk east from 1st street or market street on 19th
NK12	Children need a safe way to get to the school
NK12	Children's safety
NK12	I care about my children and neighbors.

NK12	I dog walk here daily and can't imagine how worrying it is for parents who want to let their kids walk to school. With the morning sun in drivers' eyes traveling up from market it is very dangerous walking on this street.
NK12	Lots of school kids and parents walking on street during peak hours without sidewalk. Risking their safety.
NK12	Many families in the area; 19th/NK12 is the last through-street to Market so it's high-traffic as people avoid Market.
NK12	Of all of the unnecessary sidewalks built in our community over the years, aside walk for school kids as well as adults from Market to 4th St. on 19th to Kirkland Junior High /Crest Woods park has been absolutely needed for Years....there is absolutely no safe path for pedestrians on this route
NK12	RE NK12: In addition to being safe for the many schoolchildren that walk 19th Ave without any sidewalks it should be noted that this street receives heavy general pedestrian traffic as well for all the Norkirk healthy walkers that make their way to Juanita Beach park and trails.
NK12	This rode is heavily used to access the parks and school with a very narrow roadside
NK12	Trash day is dangerous.
NK12	We have lived on 2nd Street for over 35 years and had 2 children attend KMS and Peter Kirk Elementary. I am surprised that there have no accidents on 19th Ave. There is no shoulder or path to walk on 19th Ave to get to KMS or Peter Kirk. I also walk East on 19th daily and am constantly having to move over to the grass area to avoid traffic. This project has been discussed for years and I am convinced that it is falling on "deaf ears"!!!
NK12	We've lived on or near 19th ave in Kirkland since 2006 and the lack of sidewalk going up the hill has been a point of concern for us since our kids started school. it isn't safe and without sidewalks there isn't enough room on the side of the road to avoid cars going both directions.
NK12	The likely expense of this project due to significant terrain and waterway issues along the 19th Ave incline are cause for concern of funding stewardship. In addition, there is a safe, full sidewalk walking route one block south, on 18th Ave from Market St all the way to KMS.
NK12	More speed bumps on this section of road might help make it safer to walk near traffic if we can't have a sidewalk built.
NK12	We desperately need sidewalks on 19th Ave. Kids walking to school, bikers, and dog walkers all use this stretch without any shoulder or sidewalks.
NK12	This road has a lot of pedestrian traffic and is extremely busy and dangerous, with absolutely no shoulder to walk on and limited visibility due to the hill.
NK12,NK13,NK14	I used to live in 1st street between 19th and 20th and my own kids had to contend with walking up 19th ave to KMS with no sidewalks! Winter sun comes right down that street in the mornings and can be blinding to kids with regards to on-coming cars. Not having a sidewalk at least for 1st to 3rd street for years is a sad thing!
NK17	Child walking to school on the sidewalk and not in traffic from Kirkland Middle School

NK17	neighbors' safety walking to Crestwood Park while observing social distancing due to COVID. Also, Students' safety walking to school during busy hours. Many occurrences the ditch on 18th Ave and 4th limits no shoulder for people to walk while facing heavy incoming vehicle driving on 18th Ave.
NK17	Since COVID, many neighbors observe social distancing and as they walk toward Crestwood park, they started with a sidewalk on 3rd St, however found themselves caught in situation there's not only no sidewalk toward 4th but also there's ditch. Often time there're people across the street, facing with incoming vehicles on the road both directions. Pre-COVID, many students of Kirkland Middle School face similar safety challenge in the morning and afternoon hours. please consider this project as a safety measure for neighbors to entire their walk to Crestwood park or students to school.
NRH01	This should be completed as part of the 124th sidewalk project that was previously started and has not yet finished.
NRH01,NRH02,NRH09	NRH01 - Busy bus stop next to one property without sidewalk
NRH01,NRH02,NRH10	2 Children with Disabilities - Type 1 Diabetes (needs quick access to cross street to get access to medical supplies/help, needs clear definition for sidewalk boundaries/path if mental confusion is presented by low or high blood sugar extremes with potential risk for needing medical help being greater), ADHD - combined type inattention and impulsivity (needs clear rules and reduced distractions to cross street/stay on sidewalks), Autism (needs clear rules for taking turns when crossing street with multiple social variables to consider from vehicles, pedestrians and bicycle interactions at high impact location)
NRH01,NRH03,NRH08	My kids walk to school and use the NE 90th St route to get to Mark Twain
NRH02	Besides school walk access, this is part of the path from all the apartments to the most local park. Having to walk in the street for part of this walk to the park makes it inaccessible to some people and unsafe for others.
NRH02,NRH06,NRH08	132 Ave has seen an increase in pedestrian use with changes from COVID19. It would be nice if NRH02 included the connection from 113th St to LWIT, this is both a driving challenge and more pedestrian use since COVD19.
NRH03	Many new children use this road to walk and bike to school.
NRH03	Street is very dark, no sidewalk, cars are going too fast, very dangerous in winter
NRH03	The road is used by a lot of motorists who are bypassing NE 85th St and to go to Costco. The road pinched between 124th Ave NE and 126th Ave NE. This forces everyone who uses this road to walk into or out of North Rose Hill to walk into traffic. Many children in my neighborhood also use this route and I won't let them go on their own because of how dangerous it is.
NRH03,NRH08,NRH19	child walks to public school
NRH04	important
NRH04,NRH05,NRH08	The intersection of NE 95th St and 128th Ave NE by Mark Twain Elementary should be a 4 way stop. It is reasonably safe when crossing guards are present but at other times it is not as safe as it could be. People

	assume all the time it is a 4 way stop because it is painted with 4-way crosswalks.
NRH04,NRH05,NRH17	Child issue
NRH05	Whether or not this one becomes "enhanced" it at least needs to be a MARKED cross walk. Even though there are clear sidewalks on both sides, wheelchair ramps, etc., cars still do not stop for me on 124th when I'm standing in the bike lane attempting to indicate I'd like to cross. I believe this is because it is an unmarked crosswalk. It needs PAINT striping, and possibly flags, if not more.
NRH06	Many already walk on this on-again-off-again side of the road.
NRH07	We would like to prioritize this safety project.
NRH07,NRH08,NRH20	High traffic volume on 132nd Ave NE and on NE 95th St during Mark Twain drop-off and pick-up times.
NRH08	important for kids
NRH09	Child with disability
NRH09	Kids must cross the busy street multiple times in order to stay on a sidewalk and get to a bus stop.
NRH09	slater ave ne has had tremendous growth in number of residents but sidewalks are broken throughout which is risky for all pedestrians.
NRH09	There is sidewalk on the opposite side of Slater that would be less to fill in. HOWEVER, there is a POLE in the middle of the sidewalk just north of 107th--this was due to the housing recession and a sloppy "fix"/cheap "fix" when the house built there was foreclosed before it was ever sold.
NRH09	This location supports a significant bus stop for Boys and Girls Club. Also, about 12 yrs. ago, this location was meant to possibly get a "bump"/raised cross walk (from the B&G club back entrance to the side of Slater with side walk) and was voted and approved by the neighborhood under the supervision of Noel Slatterman (I think was his name) Please locate the original Slater Traffic Safety Task Force recommendations and neighborhood voter-approved plan.
NRH12	important for kids
SRH01,SRH08,SRH14	Private school
SRH04,SRH08,SRH09	It's not safe for my kids to walk or rollerblade in our neighborhood to walk to school and eventually walk to High School
SRH06,SRH10,SRH17	My children aged 12 and 9 (one child with disabilities) cross 70th all the time. I'd like to have the kids ride their bikes, but this road is like a highway. At least enhanced crosswalks help.
SRH08,SRH09,SRH15	Want to maximize the safety and usability of Neighborhood Greenways as safe routes for all purposes, including school access.
SRH10	This stretch of road currently presents extra safety concerns for bikes and scooters. The road was recently resurfaced with a slurry seal that is almost impossible to ride a scooter on, and the broad gravel stretches force children on bikes to swing way out into the street. A proper sidewalk would not only make this street much more walkable, but also be a huge safety improvement for children who bike or ride a scooter.

SRH15	People park along this strip and there is no place to either walk or ride a bicycle. It is a major entry road into the HS, which has over 1700 students.
SRH16	What makes this risk level low? I have seen several close calls here due to volume of cars that go through here, the offset continuation of 124th southbound, and blocked visibility of crosswalk users for people driving eastbound on 80th by cars waiting to turn left northbound onto 124th.

Status of 2014-2020 NSP Projects

Attachment F

Project #	Project Description	JFK [NM 0073]	Walkable Kirkland [NM 6- 201]	Levy - Ped. [NM 6-200]	Crosswalk [NM 0012]	Private Dev./LWSD	Levy - School Rts [NM 6- 100]	Other City Programs	Total Project Costs/Estimate	Status
2014										
14NSP01	Rapid Flashing Beacon on NE 132nd Street at 121st Ave NE and turn lane (east to north bound)					\$ 120,867			\$ 120,867	Complete
14NSP02	Rapid Flashing Beacon on Juanita Drive at NE 137th Street connecting Big Finn Hill Park trails							\$ 60,630	\$ 60,630	Complete
14NSP03	Crosswalk and curb along 84th Ave NE from NE 139th Street to NE 141st Street	\$ 975							\$ 975	Complete
14NSP04	Rapid Flashing Beacon on NE 132nd Street at 105th Ave NE	\$ 61,174					\$ 3,003		\$ 64,177	Complete
14NSP05	Trail Connection at Forbes Creek Drive and the CKC - between 113th Court NE and 115th Court NE	\$ 11,006					\$ 1,794		\$ 12,800	Complete
14NSP06	Crosswalk markings along 90th Ave NE at NE 134th Street, NE 137th Street, and NE 139th Street	\$ 46,845					\$ 2,245		\$ 49,090	Complete
14NSP07	Crosswalk markings along NE 145th Street at 84th Ave NE, 88th Ave NE, and 92nd Ave NE	\$ 30,000							\$ 30,000	Complete
Grant	Rapid Flashing Beacon on Juanita Drive at 93rd Avenue NE							\$ 59,033	\$ 59,033	Complete
2015										
15NSP01	Stairs from NE 68 th Street to the CKC		\$ 66,970				\$ 9,989	\$ 17,500	\$ 94,459	Complete
15NSP02	Sidewalk on north side of Kirkland Avenue at 6 th Street South		\$ 78,947				\$ 3,708		\$ 82,655	Complete
15NSP03	Rapid Flashing Beacon on 84th Avenue NE at NE 138th Street crosswalk		\$ 37,273				\$ 1,507		\$ 38,780	Complete
15NSP04	Stairs and bridge connection from 116 th Avenue NE to the CKC		\$ 9,523						\$ 9,523	Complete
15NSP05	Improved connection from NE 60th Street to the CKC		\$ 5,320						\$ 5,320	Complete
15NSP06	Rapid Flashing Beacon at crosswalk on 132 nd Avenue NE at NE 97 th Street			\$ 8,000	\$ 57,029		\$ 3,252		\$ 68,281	Complete
15NSP07	Crosswalk improvements on 112th Avenue at NE 68th Street			\$ 9,016			\$ 331		\$ 9,347	Complete
15NSP08	Rapid Flashing Beacon at crosswalk on 132 nd Avenue NE at NE 93 rd Street			\$ 17,514	\$ 12,971		\$ 43,016		\$ 73,501	Complete
15NSP09	Rapid Flashing Beacon on NE 70 th Place at 130 th Avenue NE		\$ 44,350						\$ 44,350	Complete
15NSP10	Radar speed signs (2) on Juanita Drive (in the vicinity of Woodlands Park and west of Juanita Beach Park)		\$ 1,967	\$ 41,228			\$ 5,164		\$ 48,359	Complete
15NSP11	Crosswalk improvements on 7 th Avenue S. at 1 st Street, 4 th Street, and 5 th Street		\$ 29,892				\$ 2,767		\$ 32,659	Complete
Grant	Rapid Flashing Beacon on Market and 4th Street							\$ 67,900	\$ 67,900	Complete
2016										
16NSP01	Intersection study for Kirkland Way and Railroad Ave		\$ 7,500						\$ 7,500	Complete
16NSP02	Intersection study for 124th Ave NE and NE 80th Street		\$ 7,500						\$ 7,500	Complete
16NSP03	Stair connection near 2nd Ave at the CKC		\$ 19,515						\$ 19,515	Complete
16NSP04	Extruded curb along 87th Ave NE and 134th Street		\$ 68,264			\$ 10,000			\$ 78,264	Complete
16NSP05	Crosswalk island on 124th Ave NE at 142nd Place		\$ 11,290	\$ 12,637		\$ 26,000			\$ 49,927	Complete
16NSP06	New crosswalk with ramps on Kirkland Ave at Marina Park						\$ 6,600		\$ 6,600	Complete
16NSP07	Sight distance improvement at 15th Ave and 4th Street		\$ 19,640				\$ 25,000		\$ 44,640	Complete
16NSP08	Rapid Flashing Beacon on Market Street at 7th Ave W			\$ 53,071					\$ 53,071	Complete
16NSP09	Rapid Flashing Beacon on 108th Ave NE at 62nd Street			\$ 84,292					\$ 84,292	Complete
16NSP10	Trail lighting and gravel on walkway to NE 126th Street from NKCC		\$ 13,331			\$ 32,500			\$ 45,831	Complete
16NSP11	Gravel walkway along 8th Street South and Railroad Ave to the CKC		\$ 42,160						\$ 42,160	Complete
16NSP12	Asphalt walkway along 7th Ave between 6th & 8th Streets		\$ 10,800						\$ 10,800	Complete
16NSP13	Trail connection at the end of 111th Ave NE to the CKC						\$ 1,320		\$ 1,320	Complete
16NSP14	Intersection study at NE 132nd Street and 136th Ave NE						\$ 7,500		\$ 7,500	Complete

Project #	Project Description	JFK [NM 0073]	Walkable Kirkland [NM 6- 201]	Levy - Ped. [NM 6-200]	Crosswalk [NM 0012]	Private Dev./LWSD	Levy - School Rts [NM 6- 100]	Other City Programs	Total Project Costs/Estimate	Status
2017										
17NSP01	Radar Speed Signs on NE 143rd Street and 132nd and 128th Avenue NE		\$ 70,463						\$ 70,463	Complete
17NSP02	Rapid Flashing Beacon on NE 120th Place south of NE 122nd Street			\$ 124,938					\$ 124,938	Complete
17NSP03	Crosswalk Improvement at NE 138th Street and 84th Avenue NE							\$2,601	\$ 2,601	Complete
17NSP04	Rapid Flashing Beacon on 116th Avenue NE at 12500 block		\$ 71,138	\$ 25,062					\$ 96,200	Complete
17NSP05	Reflective Pavement Markers on NE 68th Street at 110th Avenue NE (criteria not met for radar speed signs)							\$713	\$ 713	Complete
17NSP06	Intersection Improvements on Kirkland Way and Railroad Avenue		\$54,625						\$ 54,625	Complete
17NSP07	Intersection Improvements on 124th Avenue NE and NE 80th Street		\$3,774					\$17,567	\$ 21,341	Complete
	Walkway Improvement on 7th Avenue at 5th Street							\$17,592	\$ 17,592	Complete
2018										
18NSP01	Bicycle Improvements 98th Ave and 100th Ave NE					\$ 34,379			\$ 34,379	Complete
18NSP02	Radar Speed Sign on 132nd Ave NE near NE 135th St		\$ 27,988					\$ 25,000	\$ 52,988	Complete
18NSP03	Radar Speed Signs on Kirkland Way at CKC		\$ 34,069	\$ 64,485					\$ 98,554	Complete
18NSP04	Trail Connection on the CKC at NE 53rd Street		\$ 4,989						\$ 4,989	Complete
18NSP05	Walkway Improvement on 7th Ave from 5th to 6th Streets		\$ 79,981						\$ 79,981	Complete
18NSP06	Stair Improvements for CKC connection along NE 100 Street at Cotton Hill Park		\$ 7,228						\$ 7,228	Complete
18NSP07	Rapid Flashing Beacon on NE 70th Street at 120th Ave			\$ 61,670					\$ 61,670	Complete
18NSP08	Crosswalk at Lakeshore Plaza at Marina Park		\$ 10,903						\$ 10,903	Complete
18NSP09	Radar Speed Sign on 131st Way east of 94th Ave NE		\$ 37,209						\$ 37,209	Complete
	ADA Ramp at Forbes Creek Park							\$ 8,518	\$ 8,518	Complete
2019										
19NSP01	Raised sidewalk on corner of NE 134th Street at 87th Ave NE		\$ 80,000	\$ 11,402					\$ 91,402	Anticipated Summer 2020
19NSP02	Rapid Flashing Beacon on NE 132nd Street at 129th PI NE							\$ 123,157	\$ 123,157	Anticipated Summer 2020
19NSP03	Traffic median island on Slater Ave NE at NE 119th Street		\$ 24,245	\$ 14,181					\$ 38,426	Anticipated Summer 2020
19NSP04	Intersection improvement on NE 87th Street at 114th Ave NE		\$ 62,781						\$ 62,781	Anticipated Summer 2020
19NSP05	Walkway on NE 120th Street between 93rd PI NE and 96th Ave NE		\$ 43,826						\$ 43,826	Anticipated Summer 2020
19NSP06	Crosswalk on Lakeview Drive north of 64th Street		\$ 67,594						\$ 67,594	Anticipated Summer 2020
19NSP07	Rapid Flashing Beacon on 108th Ave at NE 46th Street			\$ 124,255					\$ 124,255	Anticipated Summer 2020
2020										
20NSP01	Intersection improvements at Central Way and Market									
20NSP02	Crosswalk on 132nd Ave NE at NE 129th Street									
20NSP03	Rapid Flashing Beacon on 84th Avenue NE at NE 137th St									
20NSP04	Rapid Flashing Beacon on Central Way at Main									
20NSP05	Intersection improvements on 108th Ave NE at NE 137th PI									
20NSP06	Rapid Flashing Beacon on 124th Ave NE and NE 104th St									
20NSP07	Pedestrian safety at 110th Ave NE and CKC									
		\$ 150,000	\$ 1,080,812	\$ 725,992	\$ 70,000	\$ 223,746	\$ 76,776	\$ 440,630	\$ 2,767,957	