

Safer Routes to School Policy Guidance for prioritizing walk recommendations TRANSPORTATION MASTER PLAN

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: Crosswalks identified by engineers as having multiple traffic lanes, multiple crash reports, higher traffic speeds, or higher volumes get additional points.

Roadway Risk Factor: Roads with a history of pedestrian and bicycle accidents receive additional points.

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: If the project is within a school walk boundary, as defined by the Lake Washington or North Shore School District (School District), the name of that school is listed. Many projects are in multiple/overlapping walk boundaries and will have more than one school listed. Projects with multiple walk boundaries receive additional points.

Distance to School: The closer projects are to a school the more points they receive (categories include - quarter mile, half mile, one mile, or more than one mile).

Greatest benefit: Projects benefitting the most single and multifamily households receive additional points.

Connect to the Cross Kirkland Corridor—Make numerous strong links to the CKC.

Cross Kirkland Corridor Access: The Cross Kirkland Corridor is a designated school walk route that separates students from motorized transportation. Improvements providing direct access to the Cross Kirkland Corridor receive additional points.

Make Connections—Give high priority to projects that fill gaps by connecting existing sidewalks.

Fills gap on Arterial or Collector: Arterial and collector streets have higher traffic speeds and volumes. Because of the inherent risks, projects filling gaps on arterials and collectors receive additional points.

Fills gap on Designated School Walk Route: The School District's School Walk Routes are selected because of their safety features (traffic patterns and existing traffic controls such as crosswalks, traffic lights, or school crossing guards). Projects filling gaps on School Walk Routes receive additional points because

they have been designated and promoted by the School District as preferred routes to school.

Connect to Transit—Complete walkways that allow easy access to transit, particularly regional transit.

Distance to School Bus: The closer projects are to a school bus stop the more points they receive (categories include - quarter mile, half mile, one mile, or more than one mile).

Distance to Metro Bus: The closer projects are to a Metro bus stop the more points they receive (categories include - quarter mile, half mile, one mile, or more than one mile).

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: The public has suggested projects through the Suggest a Project interactive map, email, phone, neighborhood meetings and picnics. Projects suggested by the public receive additional points.

Community Priorities: The public will prioritize projects during the month of June through an interactive map and survey. Projects that the public prioritizes higher receive additional points.

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 particular attention to ensuring safe, healthy, and fair outcomes for students from low-income families, students of color, and students with disabilities.

Health Equity Need Score: Health equity scores are developed from the Washington Office of Superintendent of Public Instruction (OSPI) school report cards. Schools with higher levels of low-income families, students of color, and students with disabilities receive additional points.