



Neighborhood Safety Program Update

Neighborhood Safety Program

The City Council authorized the Neighborhood Safety Program as a way to help “reenergize neighborhoods through partnerships on capital project implementation...” In 2014, representatives from the Kirkland Alliance of Neighborhoods (KAN) and other neighborhood leaders worked with City staff to develop and implement the Pilot Neighborhood Safety Program. In June of 2014, the City Council authorized the implementation of the ongoing Citywide Program starting in 2015.

Goals:

- Provide incentive for neighborhood participations.
- Address safety needs.
- Foster neighborhood self-help and build a sense of community.
- Increase collaboration within a neighborhood, between neighborhoods, and with City government.
- Leverage funding with match contributions and/or other agencies.
- Collaborate with businesses, schools, Parent Teach Student Associations (PTSA's), Cascade Bicycle Club, Feet First, Kirkland Greenways, and other organizations.
- Create an equitable distribution of improvements throughout the City.

Funding:

- Street Levy Pedestrian and Bicycle Safety (\$150,000/year).
- Walkable Kirkland Initiative (\$200,000/year) 2015 through 2020.
- Private Development Fees and Projects – when appropriate.
- Other City Programs – when appropriate.

Prioritization: Neighborhood leaders and staff have worked closely to develop and continuously improve a prioritization process that adheres to the Transportation Master Plan (TMP) criteria for funding safety improvements.

The TMP direction for the prioritization of sidewalks and crosswalks is used in the NSP process.

- **Improve safety**—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.
- **Link to Land Use**—Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high.
- **Connect to the Cross Kirkland Corridor**—Make numerous strong links to the CKC.
- **Make Connections**—Give high priority to projects that fill gaps by connecting existing sidewalks.
- **Connect to Transit**—Complete walkways that allow easy access to transit, particularly regional transit.

- **Community input**—Because of the scale of pedestrian projects, gathering the on-the-ground knowledge through community input is particularly important in selecting pedestrian projects.
- **Cost/likeliness to receive grant funding**—Projects that have lower cost or that are good candidates for grant funding should generally have a higher priority. However, caution must be exercised so that high cost, high value projects are also considered.
- **Title VI**—It is the City of Kirkland’s policy to ensure full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from programs and activities.

For the specific data points under each of these categories, see Attachment A. See Attachment B for the Neighborhood Panel criteria.

The schedule for the 2019 NSP Program is as follows:

Project Ideas Due: December 3, 2018
Project Conferences: February 5 or 7, 2019
Applications Available: After Project Conference
Applications Due: February 15, 2019
Staff Review/Technical Scores: February 18–March 1, 2019
Neighborhood Panel Site Tour: March 5, 2019
Panel Review: March 19, 2019
Panel Decision: March 26, 2019
Transportation Commission review: March 27, 2019
City Council Decision: April 16, 2019
Projects Announced: April 17, 2019
Projects Completed By: June, 2020

Staff from various divisions and departments scope the projects, recommend the most appropriate solution for the safety concerns, and develop cost estimates. Some projects are dropped if the solution doesn’t meet City standards, and others are re-designed to be more successful. All of the projects moving forward are supported by staff and City engineers.

Like last year, in an effort to be nimble for the changing bid climate, instead of focusing on specific cost estimates so early in the process (before engineering/bid documents are produced) staff provided very rough estimates and cost ranges for each project. Table 1 below lists all of the applications submitted for 2019 funding.

Table 1 – 2019 Neighborhood Safety Program Applications

2019 Neighborhood Safety Program Applications			COST ESTIMATE CATEGORY		
			Low (K)	Medium (K)	High (K)
NSP #	Project Name	Rough Estimate	\$1-\$14	\$15-\$34	\$35-\$50+
CH 1	Rapid Flashing Beacon on 108th Ave at NE 46th Street	\$131,200			\$35-\$50+
EH 1	Rapid Flashing Beacon on NE 132nd Street at 129th NE	\$113,500			\$35-\$50+
FH 1	Raised Sidewalk on corner of NE 134th Street at 87th Ave NE	\$43,200			\$35-\$50
HL 1	Intersection Improvement on NE 87th Street at 114th Ave NE	\$42,750			\$35-\$50
JN 1	Walkway on NE 120th Street between 93rd PI NE and 96th Ave NE	\$42,000			\$35-\$50
LV 1	Crosswalk on Lakeview Drive north of 64th Street	\$50,400			\$35-\$50
NK 1	Walkway Improvement on 5th Street between 10th and 13th Avenues	\$49,700			\$35-\$50
NRH 1	Rapid Flashing Beacon on 124th Avenue NE at NE 95th Street	*			*
SRHBT 1	Crosswalk on 132nd Ave NE at NE 66th Street	\$56,800			\$35-\$50+
TL 1	Traffic median island on Slater Ave NE at NE 119th Street	\$26,400		\$15-\$34	
Total of Cost Estimates		\$555,950			

*The Rapid Flashing Beacon on 124th Avenue NE at NE 95th Street is being installed as part of the 124th Avenue NE sidewalk project currently under construction.

The outcome of this year's prioritization process with staff and the Neighborhood Panel will be presented to the Transportation Commission on March 27, 2019 (after the final decisions on March 26, 2019). See Attachment C for a map of all applications or go to the [web page posting the 2019 NSP applications](#).

Attachments:

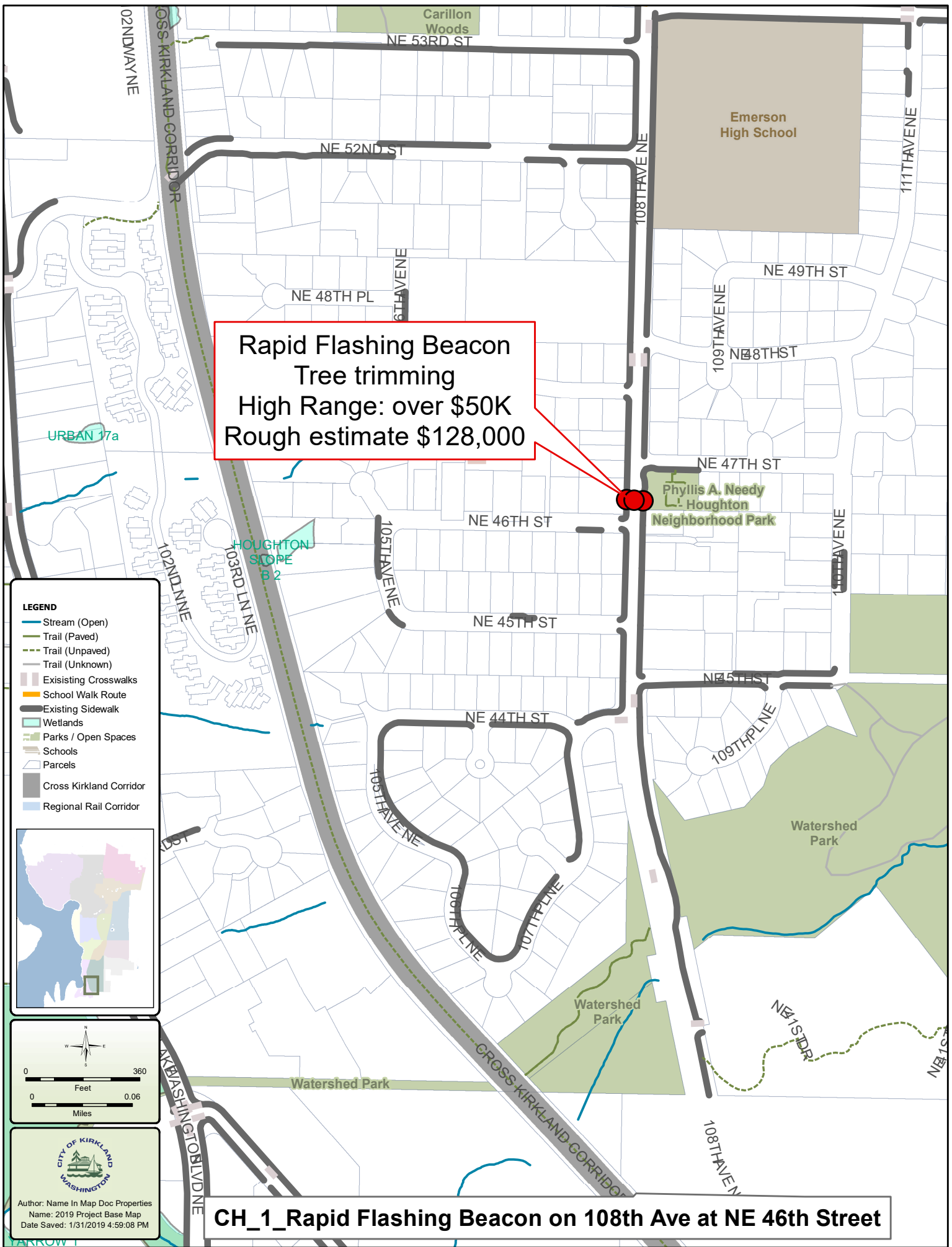
- A NSP Technical Criteria and Scoring
- B NSP Panel Criteria
- C NSP Map of 2019 Applications

Attachment A. 2019 NSP Project Team - Technical Criteria & Scoring

Attachment A. 2019 NSP Project Team - Technical Criteria & Scoring			CH_1_Rapid Flashing Beacon on 108th Ave at NE 46th Street	EH_1_Rapid Flashing Beacon on NE 132nd Street at 129th	FH_1_Raised Sidewalk on corner of NE 134th Street	HL_1_Intersection Improvement on NE 87th Street at 114th Ave NE	JN_1_Walkway on NE 120th Street between 93rd Pl NE and 96th Ave	LV_1_Crosswalk on Lakeview Drive north of 64th Street	NK_1_Walkway Improvement on 5th Street between 10th	NRH_Rapid Flashing Beacon on 124th Avenue	SRHBT_2_Cross walk on 132nd Ave NE at NE 66th Street	TL 1 Traffic median island on Slater Ave NE at NE							
			Lakeview	Muir	Thoreau	Kirk	Juanita	Lakeview	Kirk	Twain	Franklin	Frost							
Transportation Master Plan Policy Safe and convenient walkways of the appropriate size are a foundation for pedestrian activity. Kirkland’s existing codes call for sidewalks on both sides of almost all streets. Because of the high cost to construct sidewalks everywhere, they are missing in many points of Kirkland’s system, it is important that clear priorities are used to assign funding to the most worthy projects first. Locations should prioritized using the following factors:			100	47	58	54	41	43	49	29	50	44	49	0	0	0	0	0	0
Improve safety—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.			38	17	22	15	16	8	17	5	17	17	20	0	0	0	0	0	0
Crashes: Based upon Kirkland Police Department crash records from previous 5 years. Crash must match problem/issue.	Ped/Bike (1=6, >1=12)	12	0	6	0	0	0	0	0	0	0	0	0						
	Vehicle (1=1, >1=2) - counted only when the project is related to auto safety	2	0	0	0	2	0	0	0	0	0	1							
Roadway Design: Based upon existing conditions of the roadway.	No Sidewalk/Trails = 2 , Sidewalk 1 side = 1, Sidewalk on both sides =0 (0-2)	2	0	0	2	0	2	0	2	0	0	0							
	Number of Lanes (2=1, >2=2) (turn lane counts as one lane)	2	2	1	1	2	1	2	1	2	2	2							
Volume: Based upon TMP 2 way 24-hour daily auto volume counts on selected roadways and site specific traffic studies by Kirkland Public Works. Counts are made every other year.	Under 3,000 average daily trips (0)		0						0										
	Between 3,001-15,000 average daily trips (3)		3	3	3	3	3		3	3	3								
	Over 15,001 average daily trips (6)	6																	
Roadway Speeds: Based upon posted speed limits, study data (when available), and anecdotal information. If there is speed data from NTCP, the 85th percentile.	Speed limit 25 MPH and under (0)																		
	Speed limit 26–30 MPH (3)						3	3	3										
	Speed limit 31 MPH and above (6)	6	6	6			6			6	6	6							
Motorized and Nonmotorized Safety: The project enhances the safety of the following modes.	Bicycle (0-2) (2 if bicycle facility at this location)	2	2	2	2	0	0	2	0	2	2	2							
	Pedestrian (0-2) (2 if pedestrian facility is at this location)	2	2	2	2	2	2	2	2	2	2	2							
	Vehicular (0-2) (only if it addresses safety for a vehicle)	2					2	0			0	2							
	Transit (0-2) (only if transit is at this location)	2	2	2	2	2	0	2	0	2	2	2							
Make Connections—Give high priority to projects that fill gaps by connecting existing sidewalks.			16	0	4	12	4	8	4	8	4	0	0	0	0	0	0	0	0
Sidewalks: Existing sidewalk/gravel path (not applicable in parks).	Sidewalk, paved shoulder, or gravel path on both sides (0)		0	0	0		0		0		0	0							
	Sidewalk, paved shoulder, or gravel path on one side (4)		4																
	No shoulder or sidewalk either side: must walk in vehicle lane (8)	8							8	8									
School Walk Route: The project extends, adds or completes a nonmotorized system identified in the School Walk Route gap analysis data.	Not located on a School Walk Route (0)		0					0	0		0	0							
	Improves School Walk Route where sidewalk (or extruded curb) exists on at least one side of the road (4)		4		4		4		4										
	Improves School Walk Routes where no sidewalk (or extruded curb) exists on either side of the road (8)	8	8																
Link to Land Use—Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high. Connect to Transit—Complete walkways that allow easy access to transit, particularly regional transit. Connect to the Cross Kirkland Corridor—Make numerous strong links to the CKC.			18	18	14	10	12	12	14	12	14	14	10	0	0	0	0	0	0
Walkability: Based upon the TMP walkability scores for roadways in Kirkland. The walkability score is made up of the following factors: proximity to parks, transit, schools, certain kinds of retail (See policit T-5.1 in the Transportation Master Plan).	Low—Walkability factor 1-5.5 (0) (Level 1 on map)																		
	Moderate—Walkability factor 6-9 (6) (Level 2 on map)						6												
	High—Walkability factor of 9-13.5 (10) (Level 3 on map)		10		10		10	10	10	10	10	10							
	Very High—Walkability factor of 13.5+ (14) (Level 4 on map)	14	14																
Link: The project connects to other multimodal facilities. (Radar speed signs do not link = 0)	No link to Pedestrian/Bicycle/Transit Facility (0)												0						
	Link to Pedestrian OR Bicycle OR Transit Facility (2)						2	2	2										
	Link to Pedestrian AND Bicycle AND Transit Facility (4)	4	4	4	4			4			4	4							

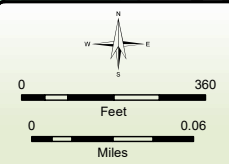
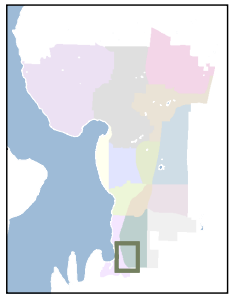
Attachment B. 2019 NSP Project Team - Panel Criteria

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Rapid Flashing Beacon
Tree trimming
High Range: over \$50K
Rough estimate \$128,000

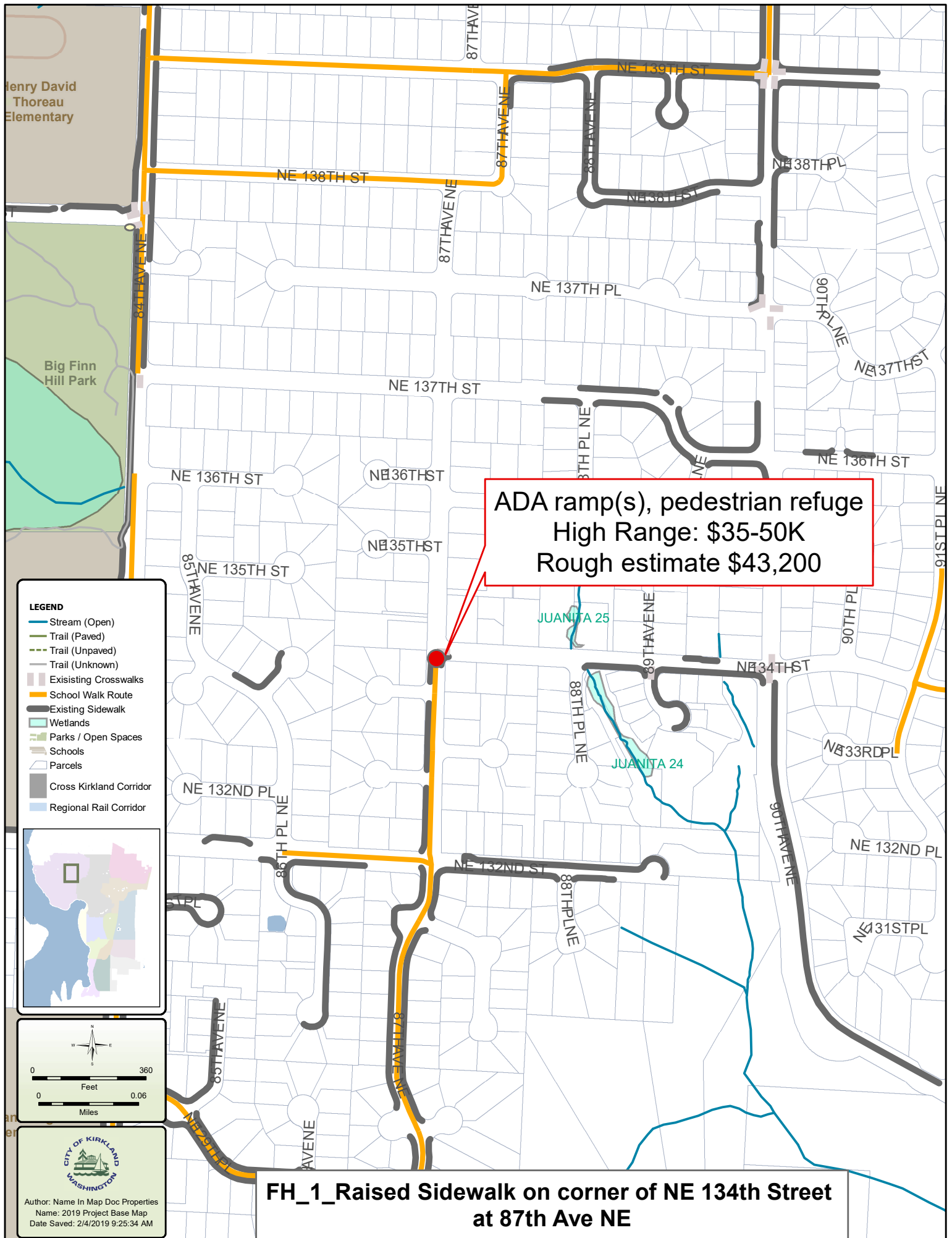
- LEGEND**
- Stream (Open)
 - Trail (Paved)
 - Trail (Unpaved)
 - Trail (Unknown)
 - Existing Crosswalks
 - School Walk Route
 - Existing Sidewalk
 - Wetlands
 - Parks / Open Spaces
 - Schools
 - Parcels
 - Cross Kirkland Corridor
 - Regional Rail Corridor

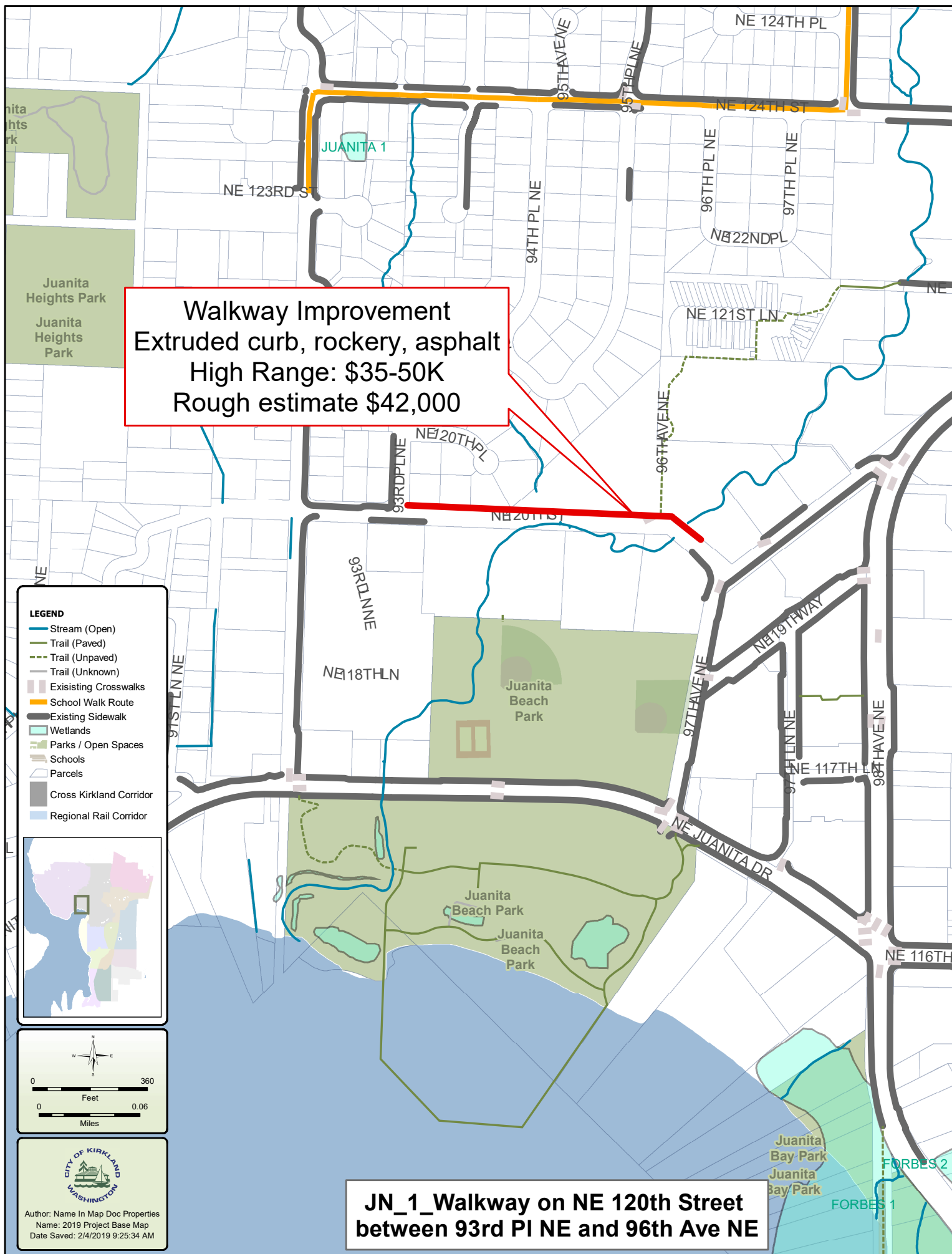


CITY OF KIRKLAND WASHINGTON

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CH_1_Rapid Flashing Beacon on 108th Ave at NE 46th Street



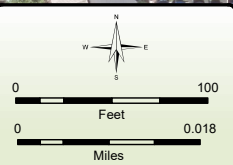
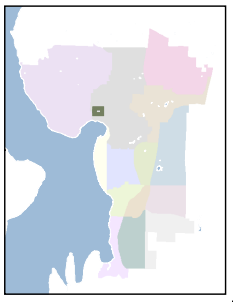




— Extruded curb
— Rockery
— Asphalt behind curb

Walkway Improvement
Extruded curb, rockery, asphalt
High Range: \$35-50K
Rough estimate \$42,000

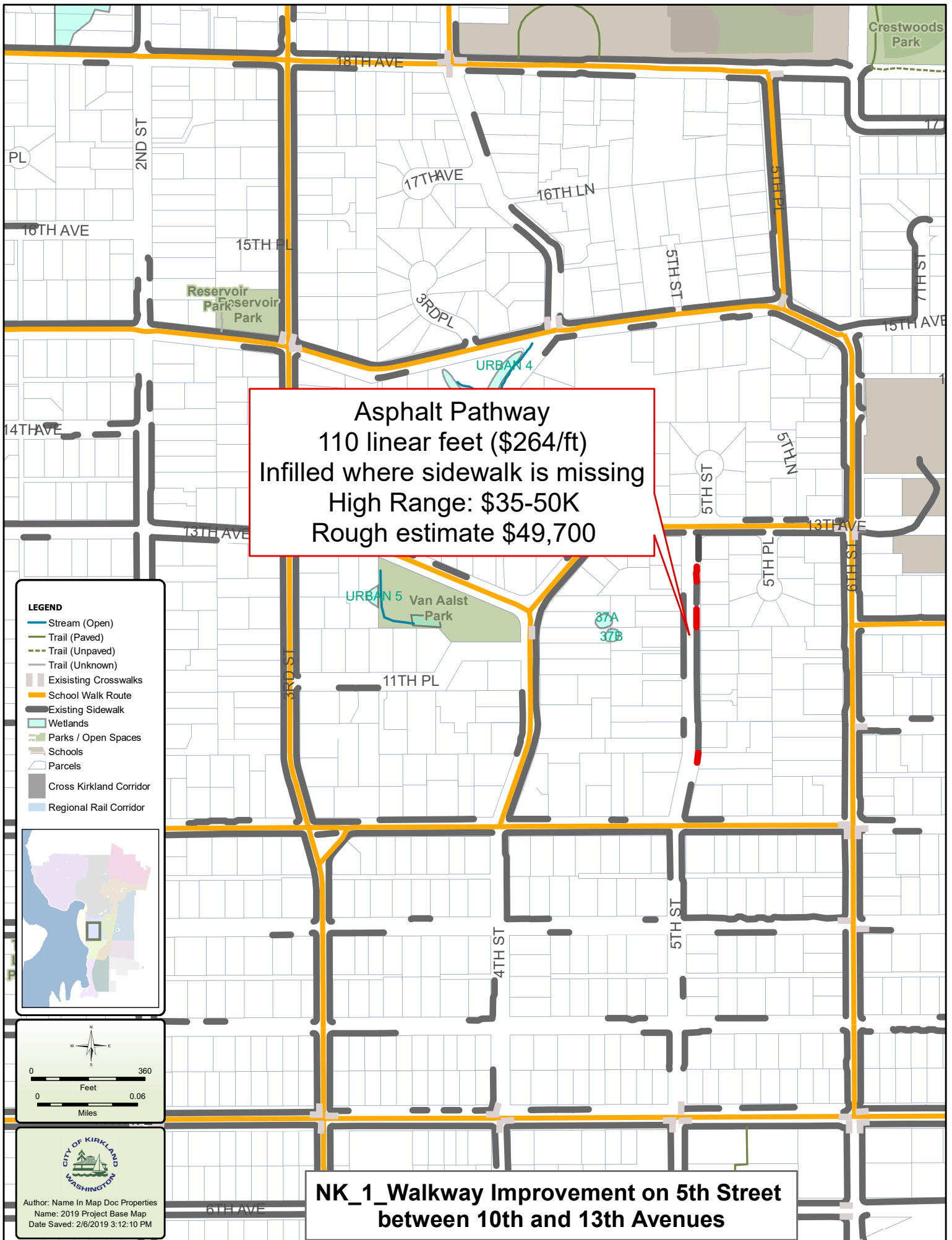
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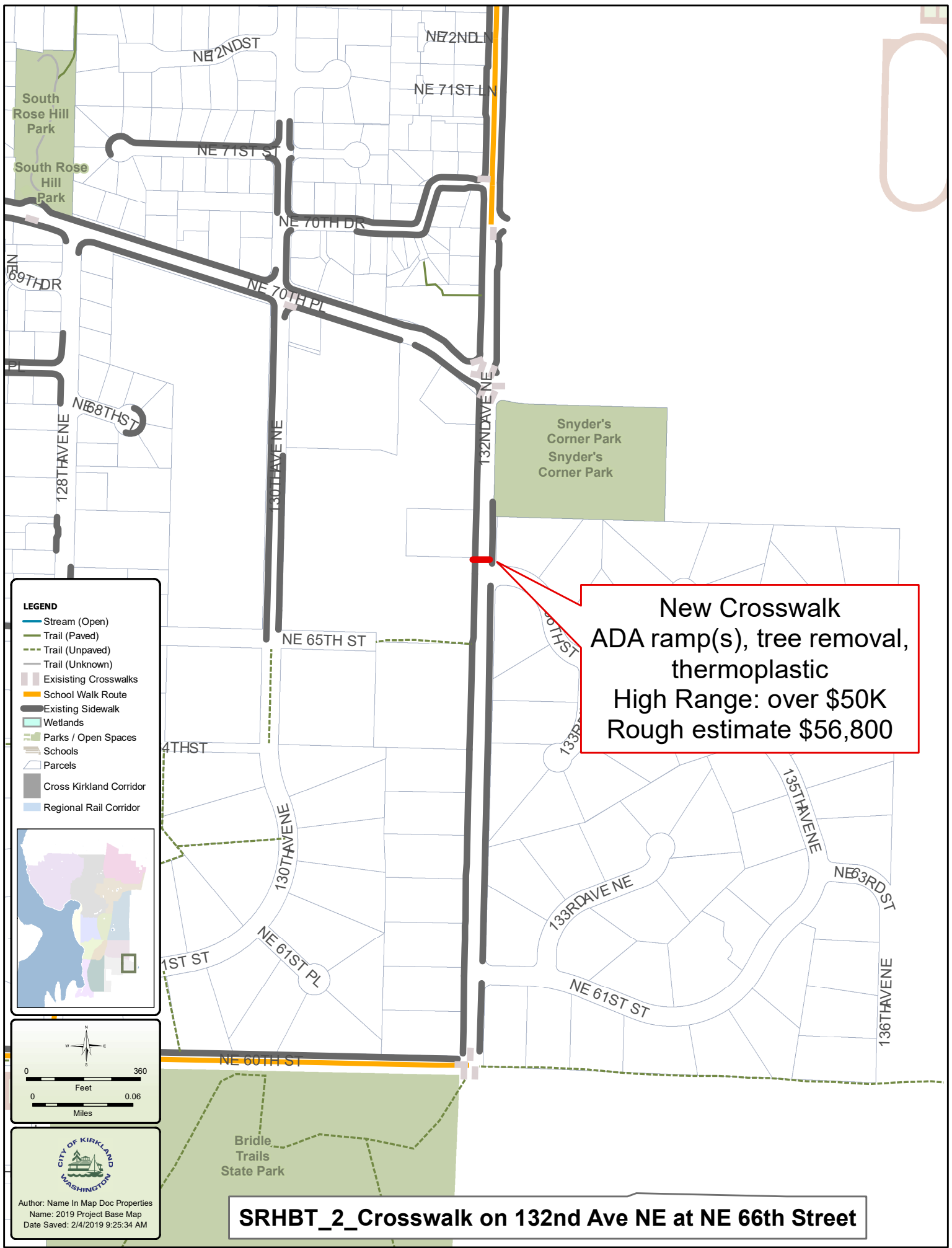


**CITY OF KIRKLAND
WASHINGTON**

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JN_1_Walkway on NE 120th Street between 93rd PI NE and 96th Ave NE

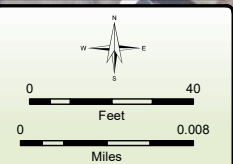
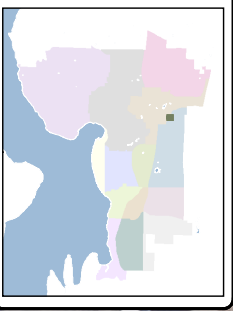




Traffic median island
Mid Range: \$15-34K
Rough estimate \$26,400

NE 119th Street

- LEGEND**
- Stream (Open)
 - Trail (Paved)
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 - Trail (Unknown)
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 - Cross Kirkland Corridor
 - Regional Rail Corridor



**CITY OF KIRKLAND
WASHINGTON**

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Name: 2019 Project Base Map
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TL 1 Traffic median island on Slater Ave NE at NE 119th Street