

# 2021 Neighborhood Safety Program

**Transportation Commission – March 24, 2021**



**David Wolbrecht**

Senior Neighborhood Services Coordinator

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# 2021 Neighborhood Safety Program



Background

1

Projects

3

Process

2

Next Steps

4



# Background

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## **2013-2014 City Council Work Program**

Energize Neighborhood Associations by empowering them to work collaboratively to identify, prioritize and address pedestrian and bicycle safety issues in Kirkland neighborhoods.



# Background: Program Goals

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- Provide incentive for neighborhood participation.
- 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 Teacher Student Associations (PTSAs), Cascade Bicycle Club, Feet First, Kirkland Greenways, and other organizations.
- Create an equitable distribution of improvements throughout the City.

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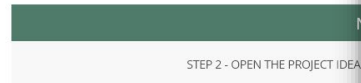
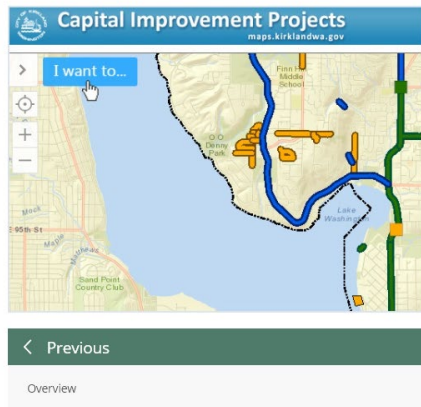
# Process

## Suggest a Capital Improvement Project

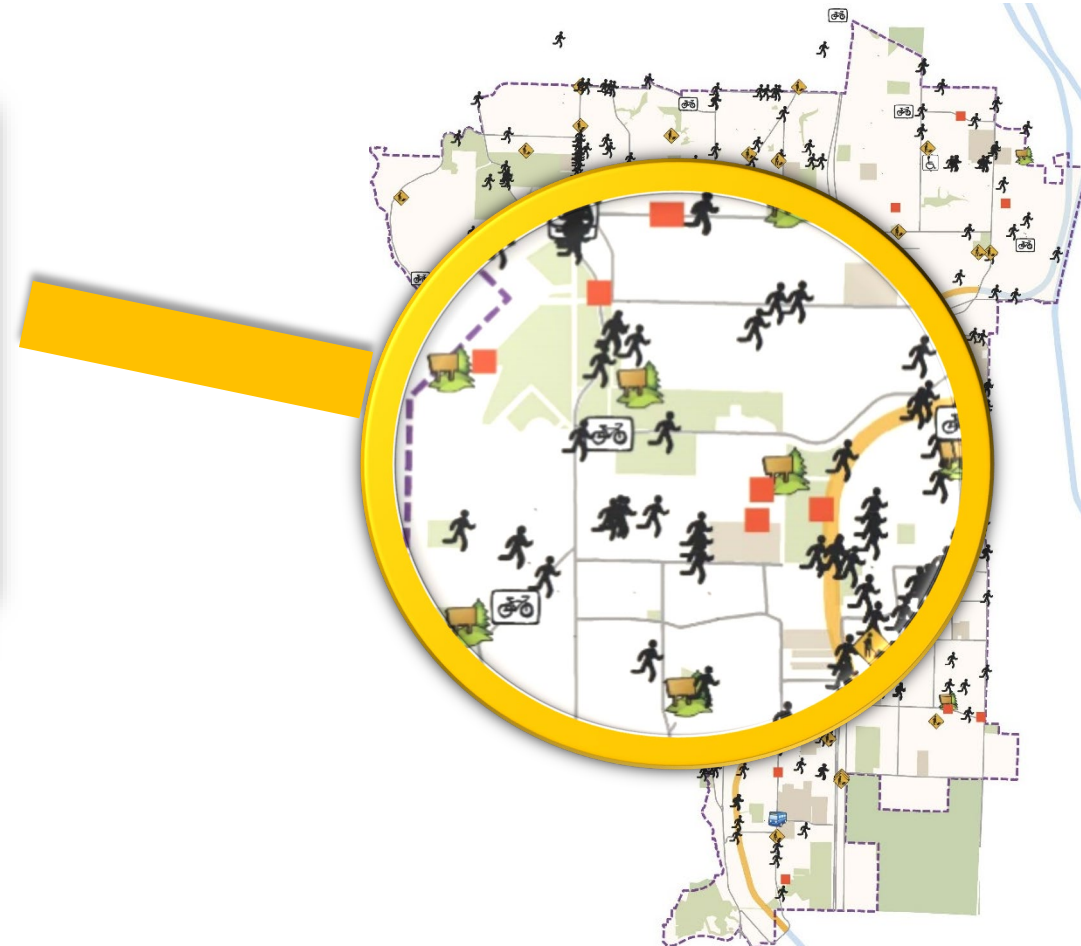
- [Overview](#)
- [STEP 1 - OPEN THE CAPITAL IMPROVEMENT PROJECTS MAP](#)
- [STEP 2 - OPEN THE PROJECT IDEA SECTION](#)
- [STEP 3 - SELECT THE LOCATION ON THE MAP](#)
- [Additional information](#)

### STEP 1 - OPEN THE CAPITAL IMPROVEMENT PROJECTS MAP

Open the [Capital Improvement Projects map](#). Then click the blue "I want to..." button.



ID # on Map	BY NEIGHBORHOOD	Type	NEIGHBORHOOD
183	Verbatim input from requestor (this data is very draft and has not been reviewed or evaluated for errors) 115th PI NE has been a neglected road that is currently being dug up for new sewer lines. I am inquiring about the possibility of paving the street after the sewer line project is complete. I think that we are one of the few dirt roads left in Kirkland and the city is constantly bringing out new gravel but the potholes still appear after a few weeks. PLEASE HELP US! Thank you in advance for reading my plea for help!	Other	Bride Trails
194	I would like to request that a drainage system and paved road be put in to 115th PI NE off of NE 64th St. Currently construction is beginning to put in sewer on this road, and the residents, including myself, would very much appreciate having a paved road with a drainage system and perhaps a sidewalk as well. Our road has been long neglected by the city, and our neighborhood would really appreciate these basic infrastructure additions. We are sharing in the cost of the sewer, however the road itself is part of the Kirkland City Jurisdiction. Please let me know when we can get this project prioritized by the city and what I can do to help expedite the process.	Other	Bride Trails
197	115th PI NE in Bride Trails is a city maintained neighborhood road that is gravelled. It hasn't been maintained and is in need of re-graveling. It is very slippery and muddy and is very hard to manage. It also has formed muddy potholes. Will you please follow up with a timeline? Thank you!	Other	Bride Trails
198	Could we please have the road to our house re-gravelled. It is all mud and dirt now. It is a city road. 115th PI NE in Bride Trails. Thank you!	Other	Bride Trails
257	I am writing to request road work to be done near my home. I live on 115th PI NE in Bride Trails. It is a city maintained neighborhood road that is gravelled. It hasn't been maintained and is in need of re-graveling. It is very slippery and muddy and is very hard to manage. It also has formed muddy potholes. Will you please follow up with a timeline? Thank you!	Other	Bride Trails
318	this street was built in 1904 or 1905 when this development was built. For the full width of the street in front of our house, the asphalt has alligatored over the years, but is now getting much worse such that it appears to be ready to come out. It needs to be repaired. There are storm drain catch basins on both sides of the street and a storm line runs between them. It is apparent that the soil around that storm line has settled, causing the asphalt to settle too. Would this be covered under your annual street preservation program?	Intersection Improvement	Bride Trails
67	Please the Metro bus stop to the south of NE 53rd Street on the east side of 108th Avenue NE - in order to accommodate students getting off the bus and walking to Breneman High School and Harbor. This way they wouldn't have to cross NE 53rd Street to get to the school (this intersection is dangerous).	Other	Central Houghton



[www.kirklandwa.gov/Government/Departments/  
Public-Works-Department/Suggest-a-Capital-Improvement-Project](http://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Suggest-a-Capital-Improvement-Project)

# Process

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**Project Idea Forms Due:** December 21, 2020

**Project Conferences:** Mid February 2021

**Applications Available:** February 19, 2021

**Applications Due:** February 28, 2021

**Staff Review:** Early March 2021

**Panel Review:** Mid/Late March 2021

**Panel Decision:** March 23, 2021

**Transportation Commission Presentation:** March 24, 2021

**City Council Decision:** April 20, 2021

**Projects Announced:** Late April 2021

**Projects Completed By:** June 2022

# Process – Scoring

# Each project receives...

# City Engineers' Technical Score

# Average of Neighborhood Panel Scores

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Final Score

2021 NSP Technical Criteria		Possible Points
<b>Transportation Master Plan Policy</b>		
State and convenient walking of the appropriate size are a foundation for pedestrian safety. Kirkland's existing codes call for sidewalks on both sides of all urban streets. Because of the high cost to construct sidewalks, the city is not making it a priority in many parts of Kirkland's system. It is important that clear priorities are set and to assign funding to the most worthy projects first. Locations should prioritize using the following factors:		100
<b>Public safety</b> – Priorities locations based on crash history and indicators of crash risk at adjacent street address, volume, speed and number of lanes.		38
<b>Crosswalks</b> – Based upon Kirkland Policy Department crash records from previous 5 years. Crash must match proximity to the roadway. Goal: match crash proximity to the roadway.	Bed/Rte# (1-4, 10-12)	12
<b>Rightway Design</b> – Based upon existing conditions of the roadway.	Vehicle (1-11, 12-17) – evaluated only when the project is related to auto safety	2
<b>Rightway Design</b> – Based upon existing conditions of the roadway.	No Sidewalk/Trail/2+ Sidewalk 1+ Sidewalk on both sides -> D+D2	2
<b>Volume</b> – Based upon TMAP 2 way 24-hour daily auto volume collected at selected roadways and use specific traffic studies by Kirkland Public Works. Courts are made every 5 years.	Number of Lanes (24+ >24) from 10-15 (low results as low result)	2
<b>Volume</b> – Based upon TMAP 2 way 24-hour daily auto volume collected at selected roadways and use specific traffic studies by Kirkland Public Works. Courts are made every 5 years.	Between 1,000 average daily trips (8)	2
<b>Volume</b> – Based upon TMAP 2 way 24-hour daily auto volume collected at selected roadways and use specific traffic studies by Kirkland Public Works. Courts are made every 5 years.	Between 1,000-15,000 average daily trips (8)	2
<b>Volume</b> – Based upon TMAP 2 way 24-hour daily auto volume collected at selected roadways and use specific traffic studies by Kirkland Public Works. Courts are made every 5 years.	Over 15,000 average daily trips (8)	6
<b>Rightway Speeds</b> – Based upon posted speed limits, study data (where available), and anecdotal information. If there is speed data from NCTD within last 5 years, the 85th percentile.	Speed limit: 25 MPH and above (5)	2
<b>Rightway Speeds</b> – Based upon posted speed limits, study data (where available), and anecdotal information. If there is speed data from NCTD within last 5 years, the 85th percentile.	Speed limit: 25-30 MPH (5)	2
<b>Rightway Speeds</b> – Based upon posted speed limits, study data (where available), and anecdotal information. If there is speed data from NCTD within last 5 years, the 85th percentile.	Speed limit: 31 MPH and above (5)	2
<b>Motorist and Nonmotorist Safety</b> – The project enhances the safety of the following modes: Crosswalks/PBIs only enhance safety of pedestrian mode.	Bicycle (2-12) or Bicycle facility at this location (2)	2
<b>Motorist and Nonmotorist Safety</b> – The project enhances the safety of the following modes: Crosswalks/PBIs only enhance safety of pedestrian mode.	Pedestrian (2-12) or Pedestrian facility at this location (2)	2
<b>Motorist and Nonmotorist Safety</b> – The project enhances the safety of the following modes: Crosswalks/PBIs only enhance safety of pedestrian mode.	Volunteer (2-12) or if address safety for a vehicle (2)	2
<b>Make Connections</b> – Give high priority to projects that fill gaps by connecting existing sidewalks.	No shoulder or shoulder, or gravel path on both sides (8)	16
<b>Make Connections</b> – Give high priority to projects that fill gaps by connecting existing sidewalks.	No shoulder or shoulder, or gravel path on one side (8)	8
<b>Make Connections</b> – Give high priority to projects that fill gaps by connecting existing sidewalks.	No shoulder or shoulder, or gravel path on both sides with white line (8)	8
<b>Sidewalks</b> – Existing sidewalk/gravel path (not on both sides)	No shoulder or shoulder, or gravel path on one side (8)	8
<b>Sidewalks</b> – Existing sidewalk/gravel path (not on both sides)	No shoulder or shoulder, or gravel path on both sides with white line (8)	8
<b>School Walk Routes</b> – The project extends, adds, or completes a nonmotorist walking route in the School Walk Route per approved data.	No to be a School Walk Route (8)	8
<b>School Walk Routes</b> – The project extends, adds, or completes a nonmotorist walking route in the School Walk Route per approved data.	No to be a School Walk Routes where no sidewalk (or extended/cut) exists on at least one side of the road (8)	8
<b>School Walk Routes</b> – The project extends, adds, or completes a nonmotorist walking route in the School Walk Route per approved data.	No to be a School Walk Routes where no sidewalk (or extended/cut) exists on either side of the road (8)	8
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[illegible]



# Process – Technical Criteria

2021 NSP Technical Criteria		Possible Points
<b>Transportation Master Plan Policy</b> 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
<b>Improve safety</b> —Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.		38
<b>Crashes:</b> Based upon Kirkland Police Department crash records from previous 5 years. Crash must match problem/issue.	Ped/Bike (1=6, >1=12)	12
	Vehicle (1=1, >1=2) - counted only when the project is related to auto safety	2
<b>Roadway Design:</b> Based upon existing conditions of the roadway.	No Sidewalk/Trails = 2 , Sidewalk 1 side = 1, Sidewalk on both sides =0 (0-2)	2
	Number of Lanes (2=1, >2=2) (turn lane counts as one lane)	2
<b>Volume:</b> 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)	
	Between 3,001-15,000 average daily trips (3)	
	Over 15,001 average daily trips (6)	6
<b>Roadway Speeds:</b> Based upon posted speed limits, study data (when available), and anecdotal information. If there is speed data from NTCF within last 5 years, the 85th percentile.	Speed limit 25 MPH and under (0)	
	Speed limit 26–30 MPH (3)	
	Speed limit 31 MPH and above (6)	6
<b>Motorized and Nonmotorized Safety:</b> The project enhances the safety of the following modes. Crosswalks/RFBs only enhance safety of pedestrian mode.	Bicycle (0-2) (2 if bicycle facility at this location)	2
	Pedestrian (0-2) (2 if pedestrian facility is at this location)	2
	Vehicular (0-2) (only if it addresses safety for a vehicle)	2
	Transit (0-2) (only if transit is at this location)	2

# Process – Technical Criteria, cont.

<b>Make Connections</b> —Give high priority to projects that fill gaps by connecting existing sidewalks.		<b>16</b>
<b>Sidewalks:</b> Existing sidewalk/gravel path (not applicable in parks).	Sidewalk, paved shoulder, or gravel path on both sides (0)	
	Sidewalk, paved shoulder, or gravel path on one side (4)	
	No shoulder or sidewalk either side: must walk in vehicle lane (8)	8
<b>School Walk Route:</b> 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)	
	Improves School Walk Route where sidewalk (or extruded curb) exists on at least one side of the road (4)	
	Improves School Walk Routes where no sidewalk (or extruded curb) exists on either side of the road (8)	8
<b>Link to Land Use</b> —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.		<b>18</b>
<b>Walkability:</b> 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 polict 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)	
	High—Walkability factor of 9-13.5 (10) (Level 3 on map)	
	Very High—Walkability factor of 13.5+ (14) (Level 4 on map)	
<b>Link:</b> The project connects to other multimodal facilities. (Radar speed signs do not link = 0)	No link to Pedestrian/Bicycle/Transit Facility (0)	
	Link to Pedestrian OR Bicycle OR Transit Facility (2)	
	Link to Pedestrian AND Bicycle AND Transit Facility or CKC(4)	
<b>Title VI</b> —Health Equity Need: Projects that would serve populations at a higher risk for inactivity and/or poor health outcomes, including people living in poverty, minorities, the elderly, and/or people with disabilities.		<b>16</b>
<b>Equity and Social Justice:</b> Based upon WSDOT ALPACA & OSPI Report Card. Weighted annually based on applicants. When project site is between two zones, using the larger value of the two zones.	Minority (<17%=0; 18%-29%=2; 30%<=3)	
	Free & Reduced Meals (<10%=0; 11%-20%=2; 21%<=3)	
	Language Block Group (>2%=3)	
	Disabled (<5%=0; 6%-10%=2; 10.1%<=3)	
	Elderly % Over 65 (>18%=2)	
	Veterans (>8%=2)	

# Process – Technical Criteria, cont.

<b>Transportation Master Plan:</b> 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.		<b>4</b>
<b>Consistency with Plans:</b> Based upon Neighborhood Plan(s), Citywide Connections, Park, Recreation, and Open Space (PROS) Plan, and Cross Kirkland Corridor Master Plan, Active Transportation Plan, Safer Routes to School AP. (Negative 10 points if RFB does not meet standards for priority sites.) SRTS needed to be the specific site. Neighborhood Plans had to mention the street and problem directly. Not just general improve pedestrian safety.	Aligns with existing plan (2)	
	Does not align with existing plan (0) or -10 if does not meet RFB/Crosswalk Standards	
<b>Neighborhood Association Support:</b> Project was reviewed by the Neighborhood Association and received a priority ranking. <b>All projects get 2 points unless they are submitting 2 projects then one gets 1 point.</b>	Project Priority 1 (2)	
	Project Priority 2 (0)	
<b>Transportation Master Plan:</b> 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.		<b>4</b>
Project is paired with a good potential grant candidate or CIP project. NSP funds can be City match or an element of the grant project. (0–4)	Yes (4)	
	No (0)	
<b>Maintenance</b>		<b>4</b>
<b>Maintenance of Project:</b> Impacts to existing City maintenance needs. If project includes minor maintenance = 2.	Greater maintenance than existing (0)	
	Same maintenance as existing (2)	
	Less maintenance than existing (4)	

# Process – Neighborhood Panel Criteria

<b>Neighborhood Safety Program</b> The City Council authorized the Neighborhood Safety Program (NSP) in June 2014. The purpose of the Program is to reenergize Neighborhood Associations by empowering them to work collaboratively to identify, prioritize and address pedestrian and bicycle safety issues in Kirkland neighborhoods. The Program is funded by voter approved 2012 Streets Levy (\$150,000 per year) and other funding sources. Each year there is a total of \$350,000 available for projects.	100
<b>Neighborhood Benefit/Support (Up to 60 points)</b>	
<b>Neighborhood Benefit:</b> Consider the following factors when deciding how many points to assign to each project: <ul style="list-style-type: none"> <li>• How many people does this project benefit?</li> <li>• Do the beneficiaries include school kids or other vulnerable populations?</li> <li>• How unsafe is the current situation?</li> <li>• Does the benefit justify the cost?</li> <li>• Does the project create an important pedestrian or bicycle connection (e.g., to a business district, park, or school)?</li> </ul> <b>Neighborhood Support:</b> Is there support for the project within the neighborhood (e.g., businesses, schools, and PTAs)? Were adjacent neighbors who will be impacted by the project contacted (e.g., street lights)? Were letters, emails, or a petition submitted with the application?	60
<b>Community Benefit/Support (Up to 20 points)</b>	
<b>Community Benefit:</b> Consider the following factors when deciding how many points to assign to each project: <ul style="list-style-type: none"> <li>• Does this project benefit people outside the neighborhood?</li> <li>• Does the project create a community-wide connection?</li> </ul> <b>Community Support:</b> Is there broad community support for the project outside the neighborhood (e.g., businesses, schools, PTAs, and community groups)? Were letters, emails, or a petition submitted with the application?	30
<b>Neighborhood/Community Project Partnership (Up to 10 points)</b>	
Neighborhood(s) or community organization(s) are contributing to this project (e.g. donations or volunteer hours) and their roles have been identified.	10

# 2021 Neighborhood Safety Program

Background

1

Projects

3



Process

2

Next Steps

4



2021 Neighborhood Safety Program Projects					COST ESTIMATE CATEGORY			
					Accumulative Rough Estimate	Low (K)	Med (K)	High (K)
Scores	NSP #	Project Name	SRTS*	Rough Estimate		\$1-\$14	\$15-\$34	\$35-\$50+
<b>TOP PRIORITY</b>								
122	JN-1	Crosswalks at 108th Ave NE and NE 137th Pl	JN 23	\$ 44,000	\$ 44,000			x
115	EH_1	RFB on 132nd Ave NE at NE 129th Street	-	\$ 147,200	\$ 191,200			x
115	NRH_1	RFB and crosswalk across 124th Avenue NE at NE 104th Street	NRH 05	\$ 147,200	\$ 338,400			x
<i>TOP PRIORITY Subtotal</i>				<b>\$ 338,400</b>				
<b>MODERATE PRIORITY</b>								
104	MB_1	RFB at State St and 2nd Ave S	MB 04	\$ 115,200	\$ 453,600			x
103	HL_1	Crosswalk across 116th Ave NE on the north side of NE 95th St	-	\$ 30,400	\$ 484,000		x	
101	EV_1	Radar Speed Sign on NE 68th Street west of I-405	-	\$ 80,000	\$ 564,000			x
98	FH_1	RFB across 84th Ave NE near NE 141st St	FH 25	\$ 115,200	\$ 679,200		x	
<i>TOP + MODERATE PRIORITIES Subtotal</i>				<b>\$ 679,200</b>				
<b>LOWER PRIORITY</b>								
95	NK_1	Crosswalks on two legs of 3rd St and 4th Ave	-	\$ 11,200	\$ 690,400	x		
93	MK_1	Crosswalk across Waverly Way at 2nd St W	-	\$ 30,400	\$ 720,800		x	
83	CH_1	Crosswalks at 106th Ave NE and NE 55th St	-	\$ 20,800	\$ 741,600		x	
<b>ALL PRIORITIES TOTAL</b>				<b>\$741,600</b>				
					*Safer Routes to School Action Plan project			

# Score Comparison

<b>2021 NSP Score Comparison</b>	CH_1_Crosswalks at 106th Ave NE and NE 55th St	EH_1_RFB on 132nd Ave NE at NE 129th Street	EV_1_Radar Speed Sign on NE 68th Street west of I-405	FH_1_RFB across 84th Ave NE near NE 141st St	HL_1_Crosswalk across 116th Ave NE on the north side of NE 95th St	JN-1_Crosswalks at 108th Ave NE and NE 137th Pl	MB_1_RFB at State St and 2nd Ave S	MK_1_Crosswalk across Waverly Way at 2nd St W	NK_1_Crosswalks on two legs of 3rd St and 4th Ave	NRH_1_RFB and crosswalk across 124th Avenue NE at NE 104th Street
City Technical Scores	27	44	49	30	38	49	34	33	35	48
Neighborhood Rep Scores	56	71	52	68	65	73	70	60	60	67
Total Composite Scores	83	115	101	98	103	122	104	93	95	115

Rank	City Technical	Neigh. Rep	Composite
1	Everest / Juanita	Juanita	Juanita
2		Evergreen Hill	Evergreen Hill
3	North Rose Hill	Moss Bay	North Rose Hill
4	Evergreen Hill	Finn Hill	Moss Bay
5	Highlands	North Rose Hill	Highlands
6	Norkirk	Highlands	Everest
7	Moss Bay	Market	Finn Hill
8	Market	Norkirk	Norkirk
9	Finn Hill	Central Houghton	Market
10	Central Houghton	Everest	Central Houghton

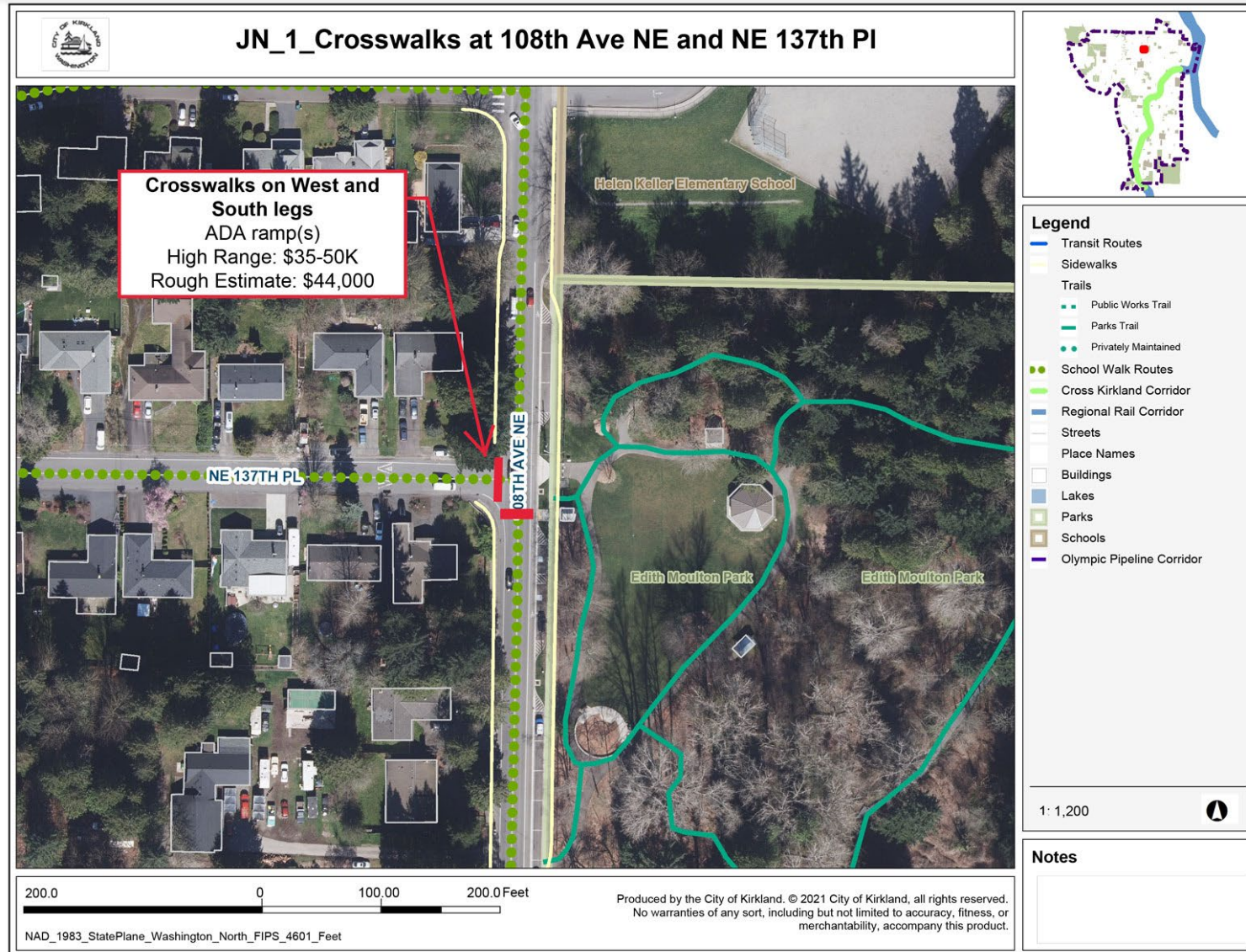


1

# Juanita: Crosswalks at 108th Ave NE and NE 137th Pl

122 Points

Funded



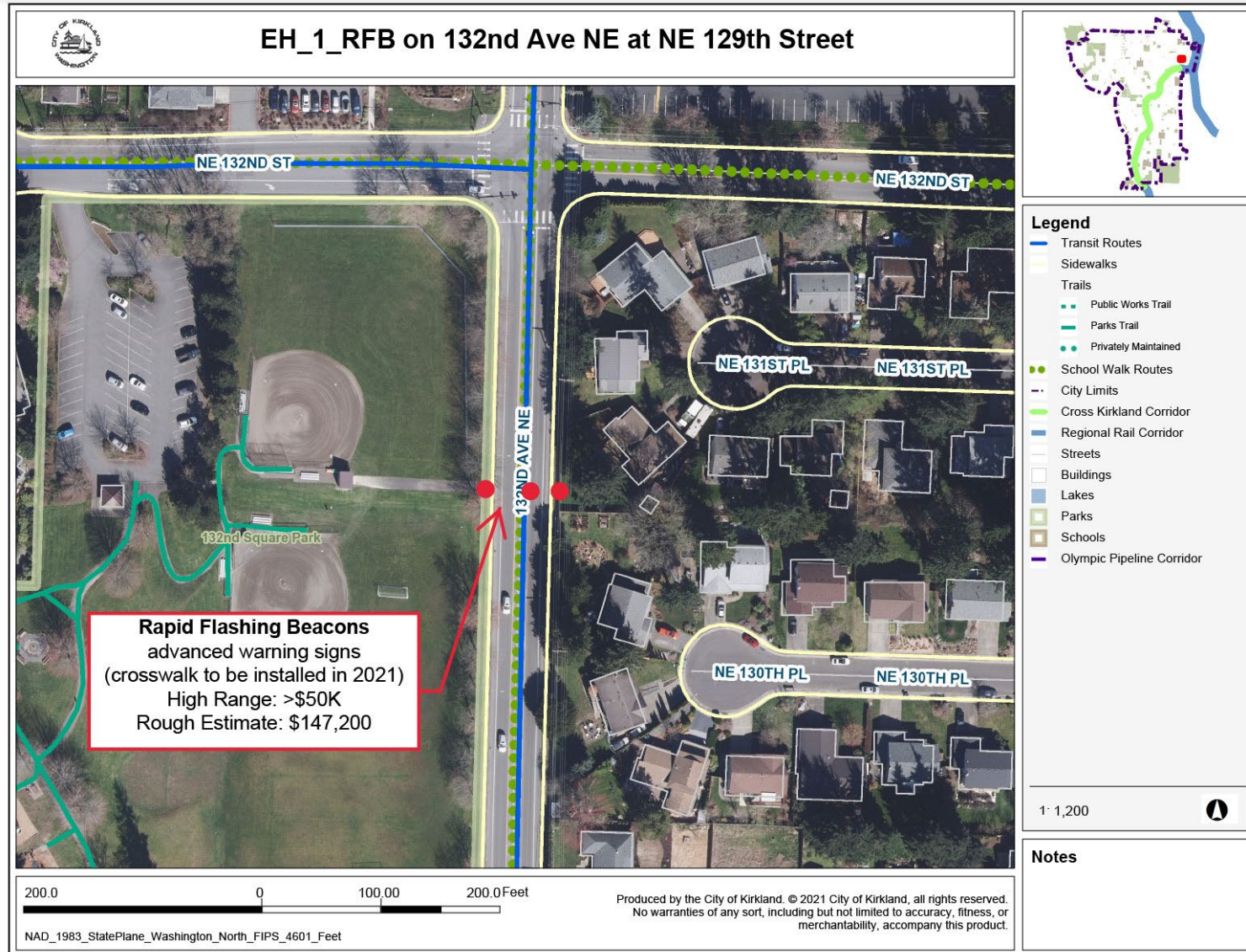


2

# Evergreen Hill: RFB on 132nd Ave NE at NE 129th St

115 Points

Funded



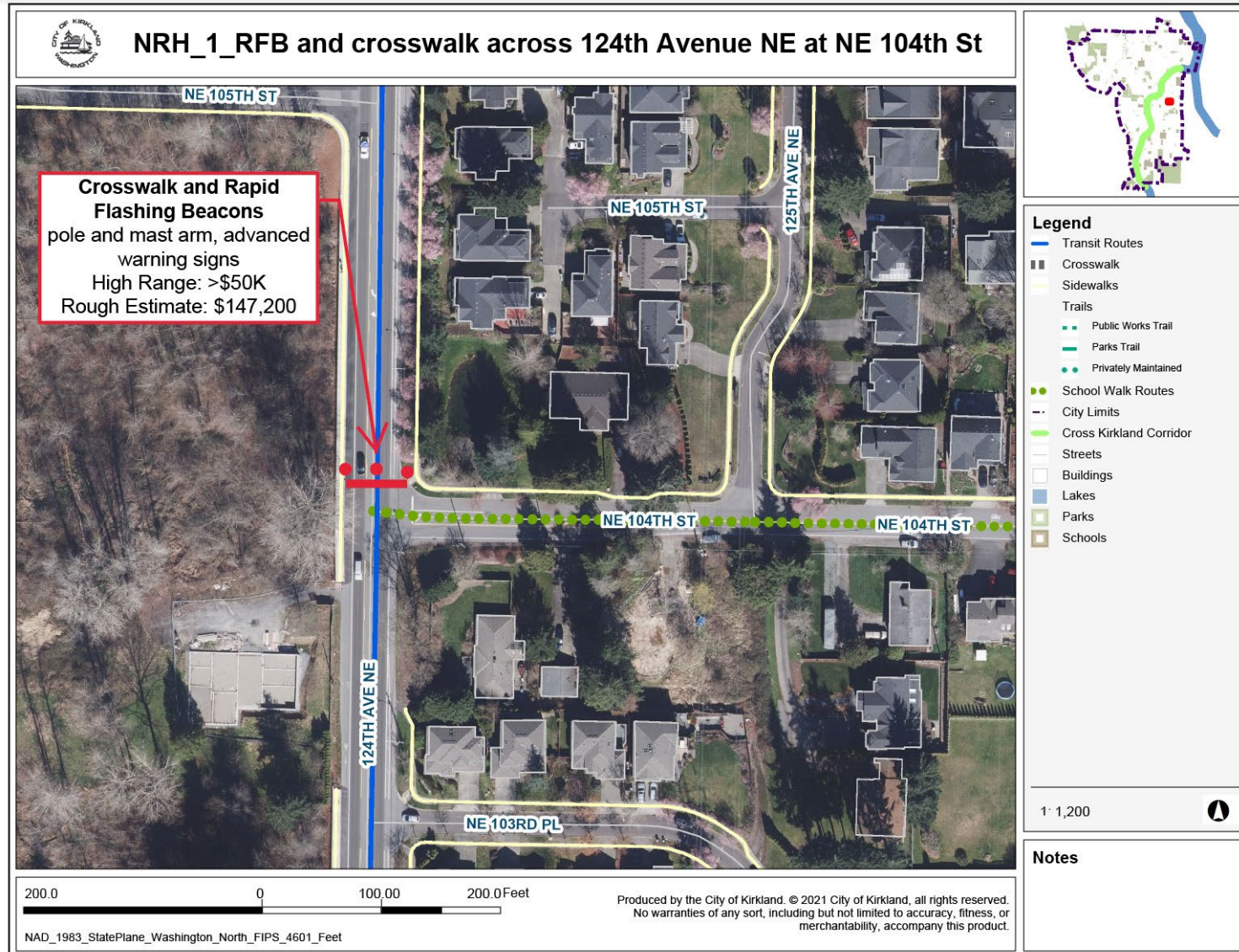


2

# N. Rose Hill: RFB and crosswalk across 124th Ave NE at NE 104th St

115 Points

Funded



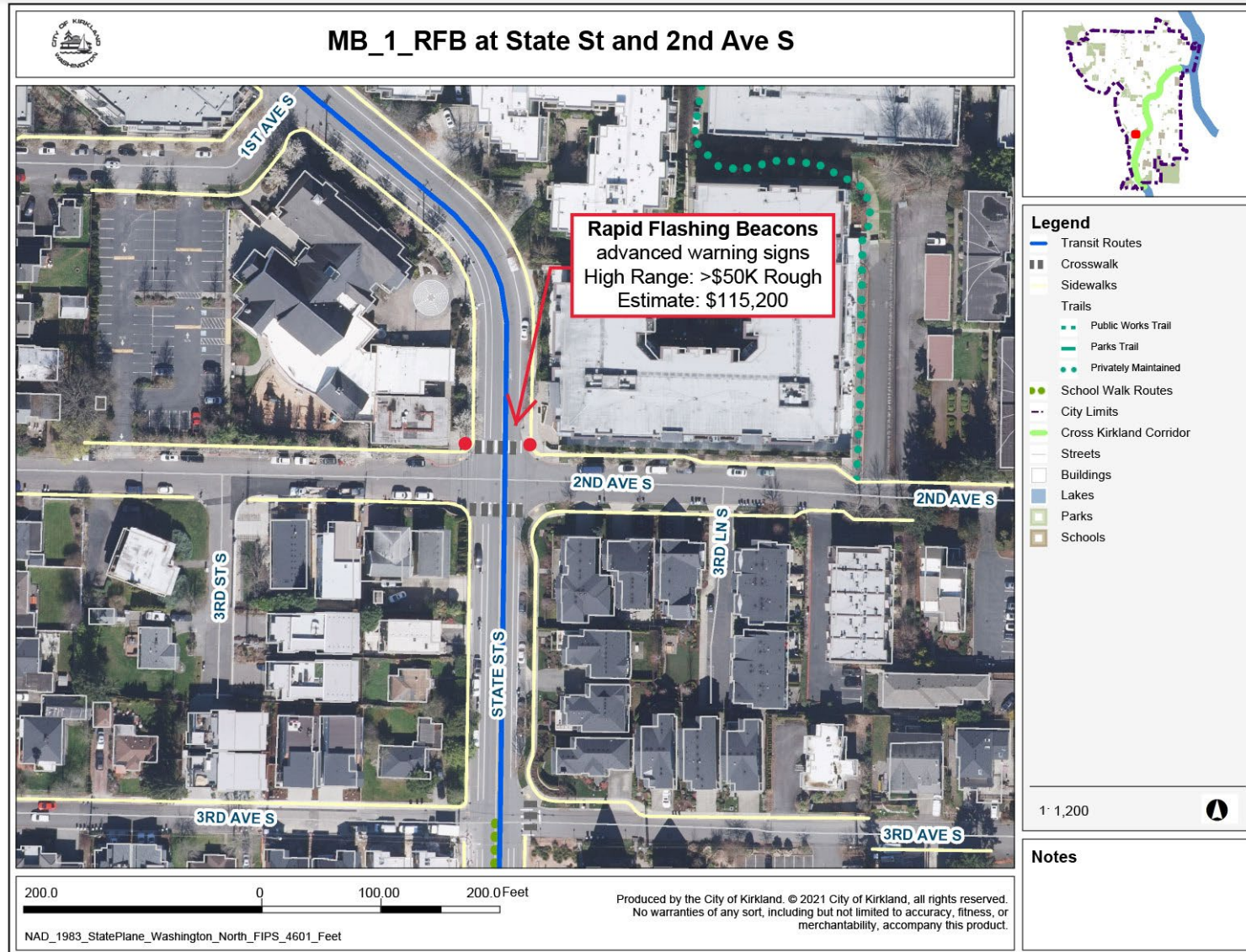


4

# Moss Bay: RFB at State St and 2nd Ave S

104 Points

Unfunded



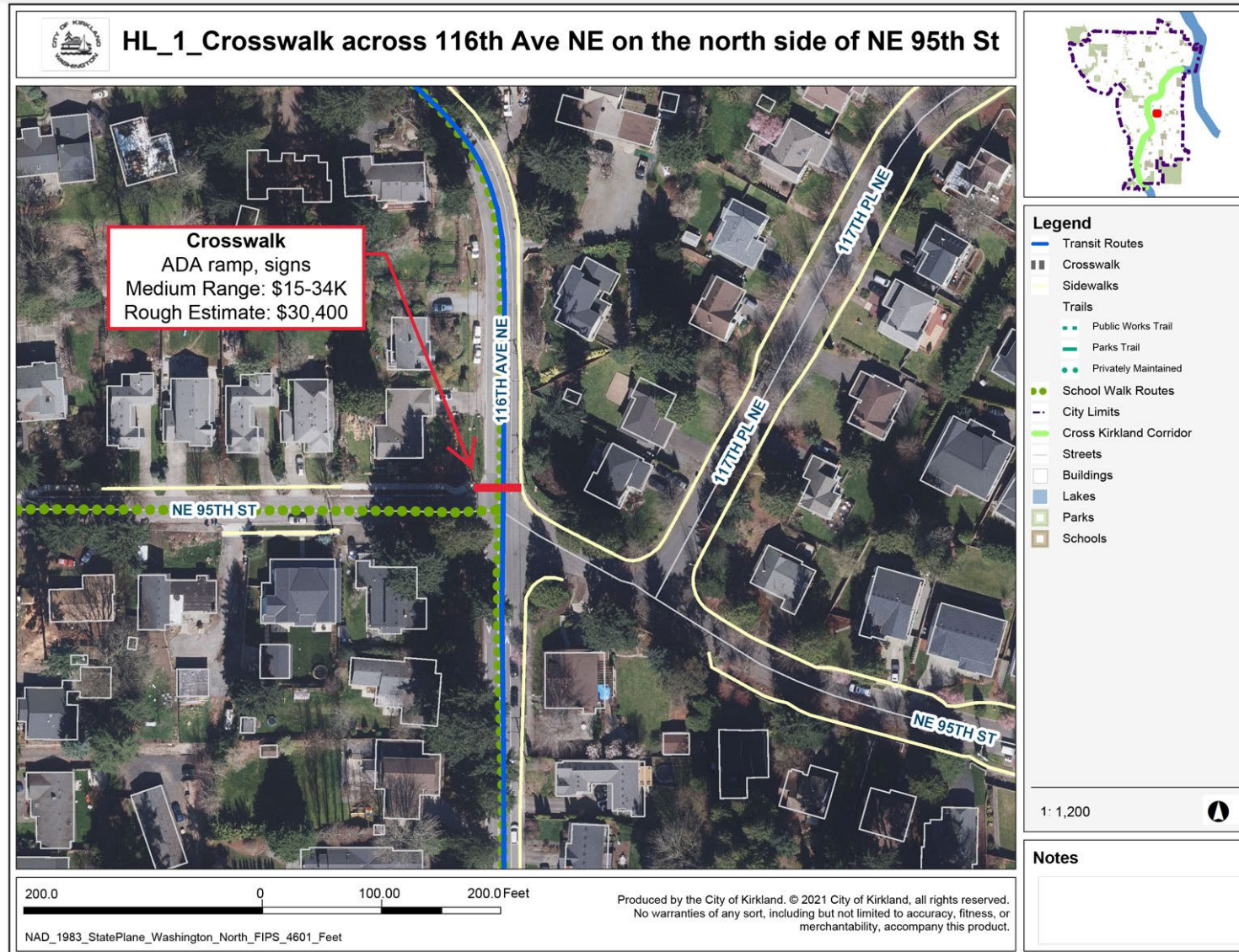


5

# Highlands: Crosswalk across 116th Ave NE on the north side of NE 95th St

103 Points

Unfunded



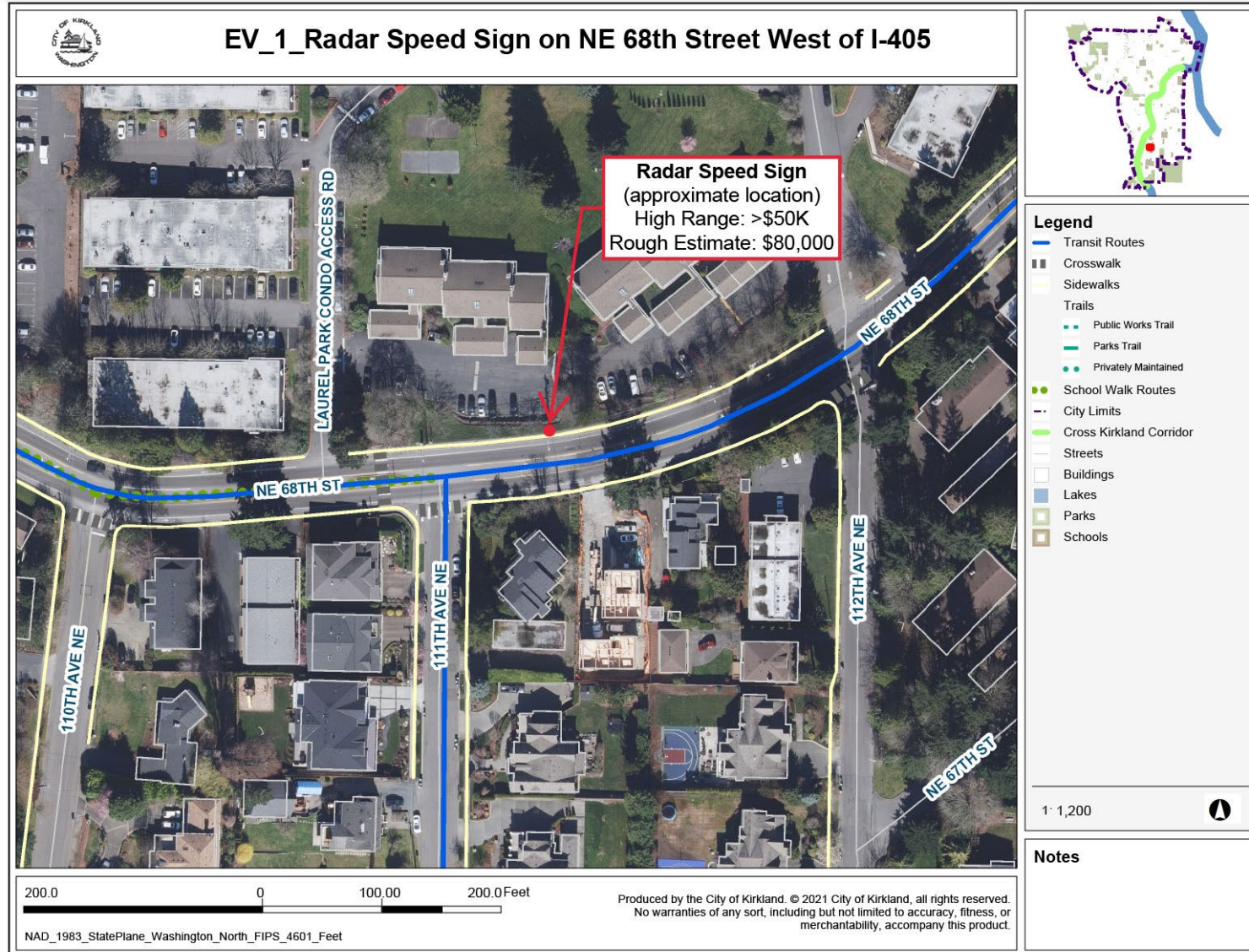


6

# Everest: Radar Speed Sign on NE 68th St west of I-405

101 Points

Unfunded



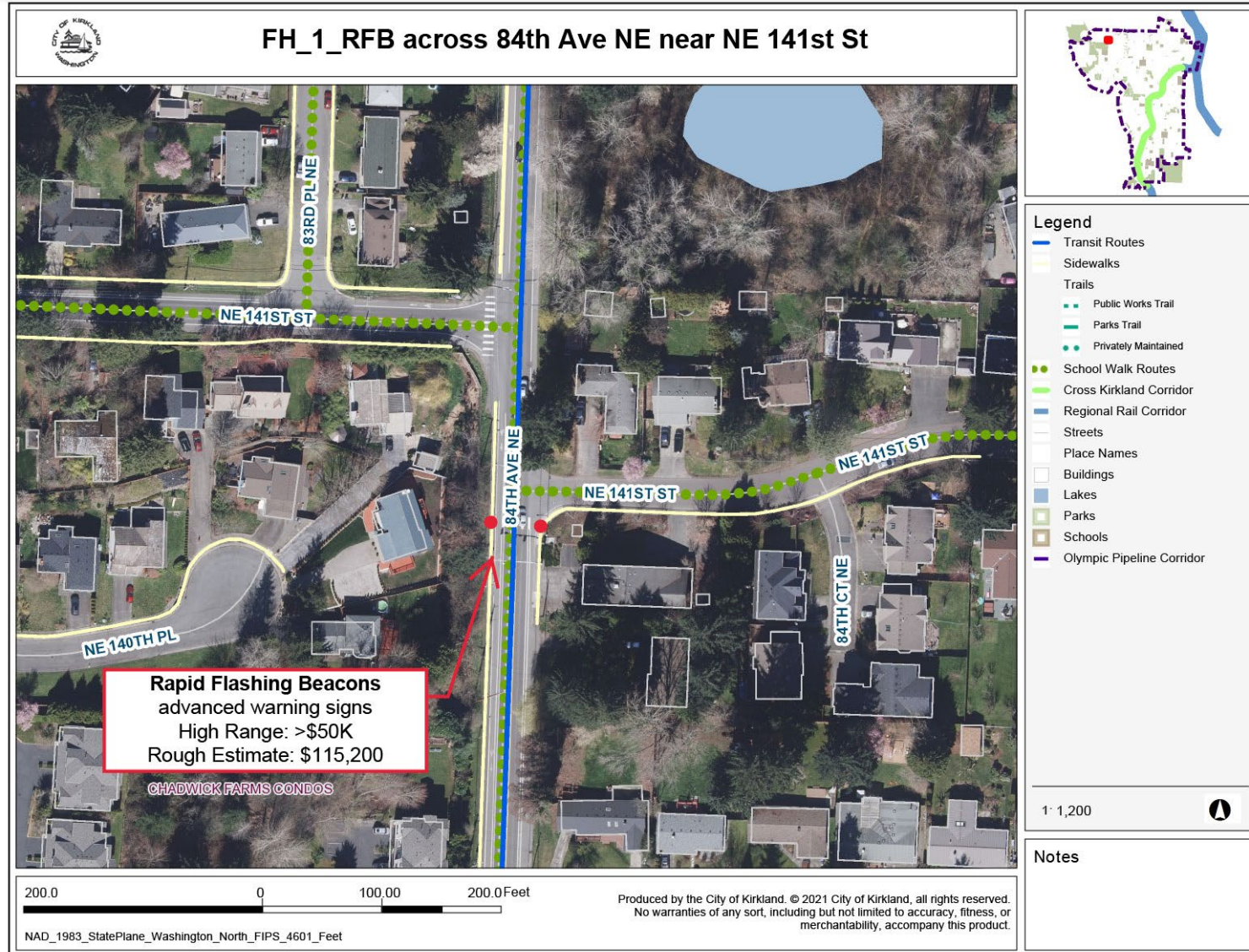


7

# Finn Hill: RFB across 84th Ave NE near NE 141st St

98 Points

Unfunded



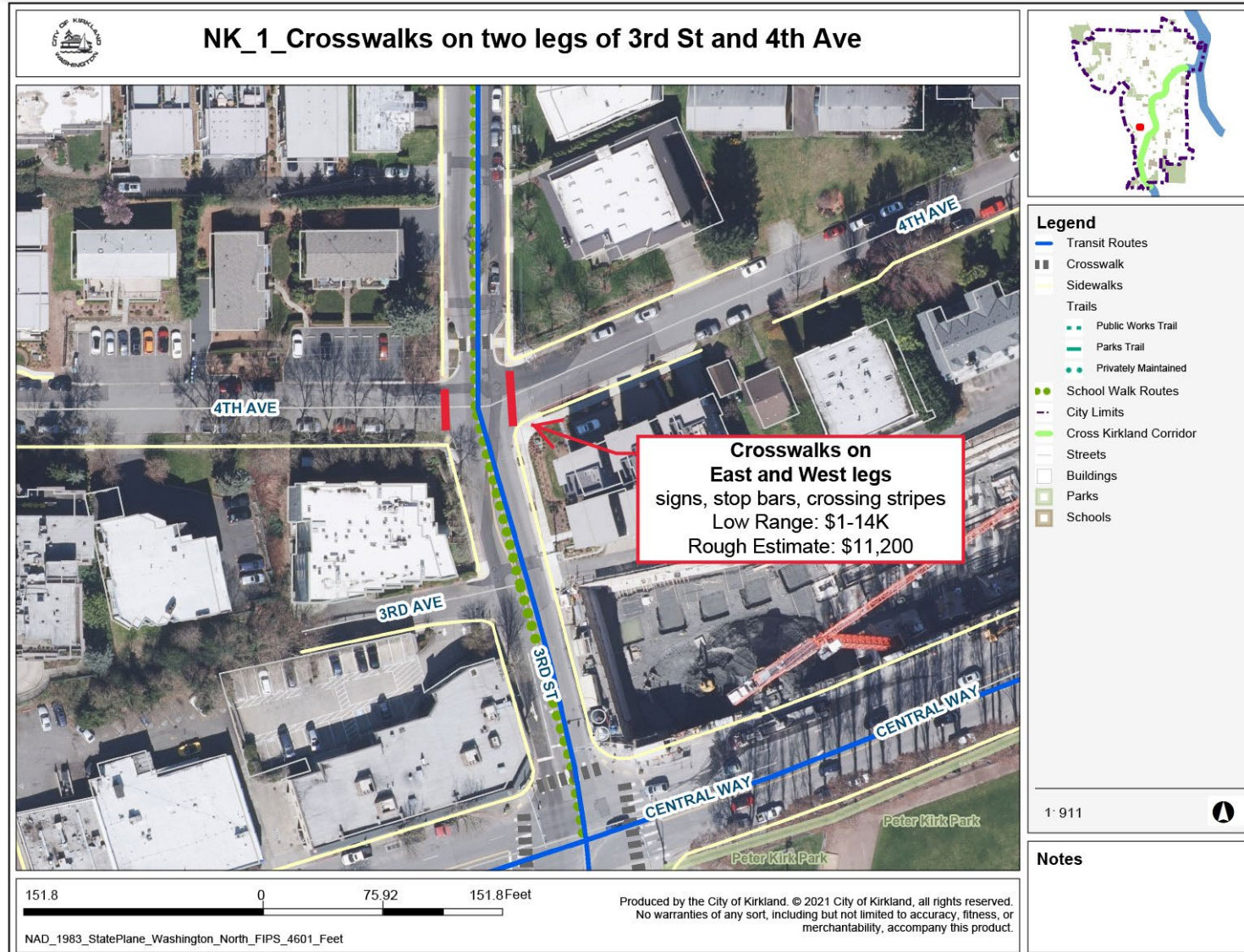


# 8

## Norkirk: Crosswalks on two legs of 3rd St and 4th Ave

95 Points

Unfunded



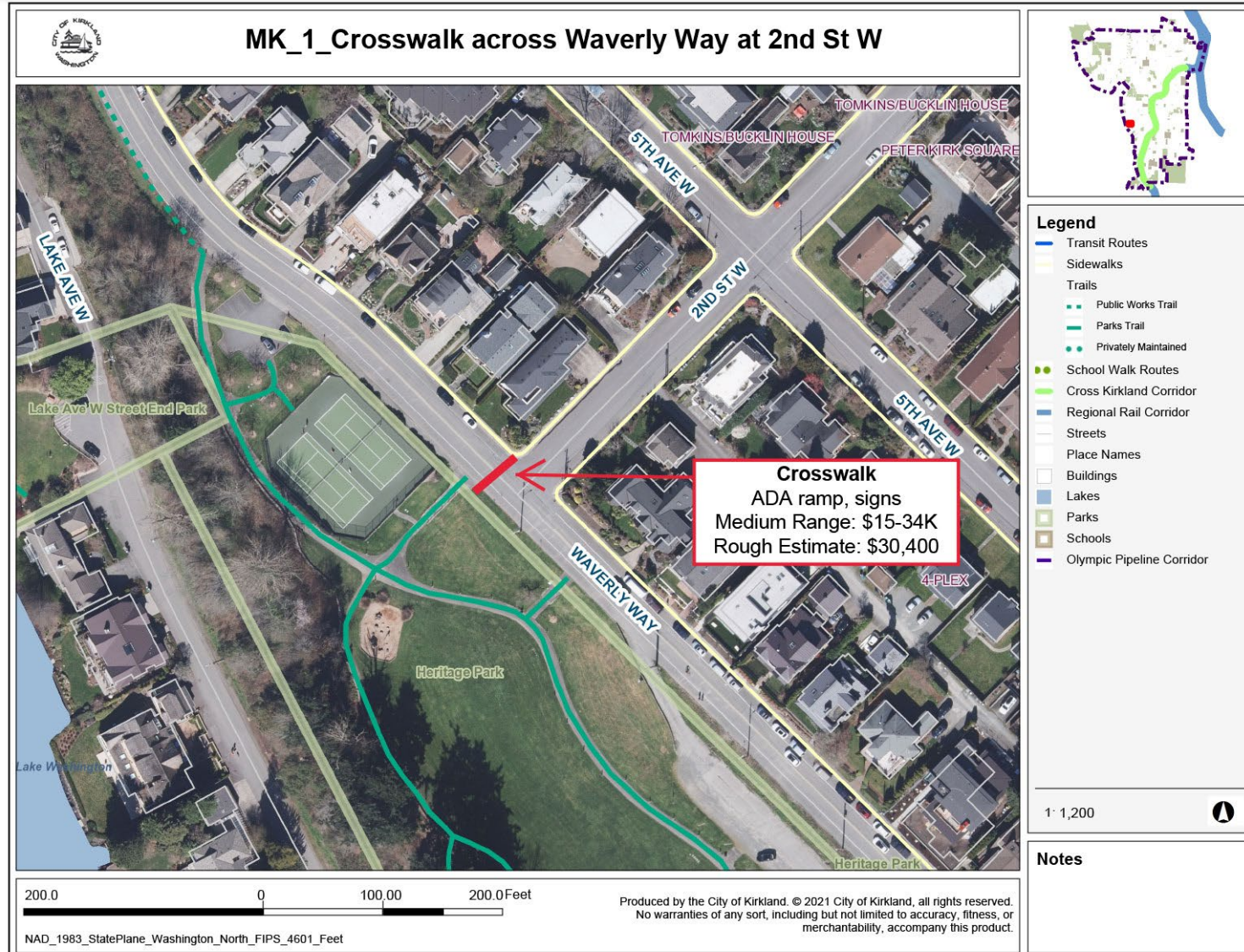


9

# Market: Crosswalk across Waverly Way at 2nd St W

93 Points

Unfunded



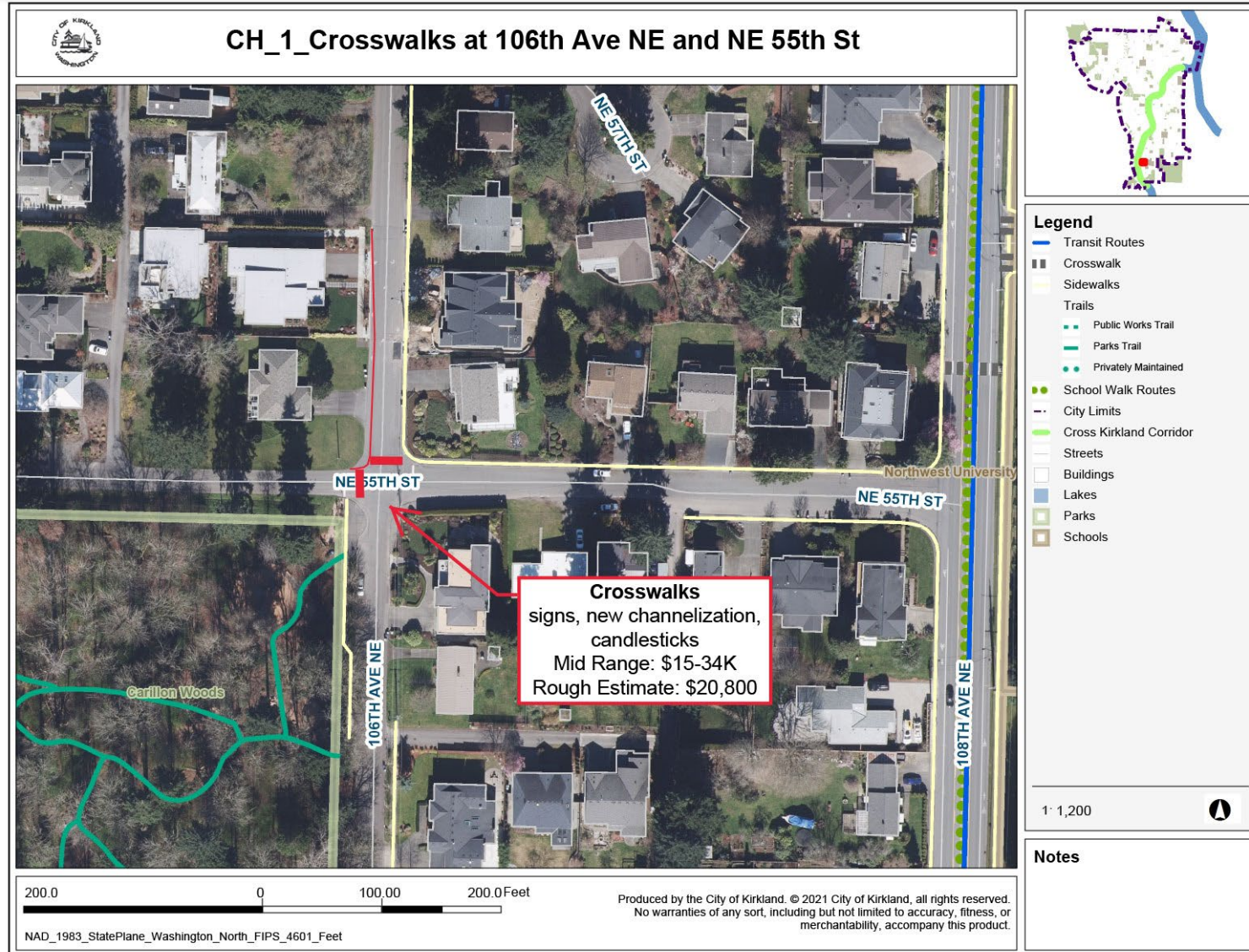


# 10

## Central Houghton: Crosswalks at 106th Ave NE and NE 55th St

83 Points

Unfunded



# 2021 Neighborhood Safety Program

Background

1

Projects

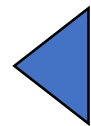
3

Process

2

Next Steps

4



# Next Steps

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- City Council – April 20, 2021
- CIP process for bidding, contracting, and construction
- Projects built by June 2022

Any Questions?

