

MEMORANDUM

To: Transportation Commission

From: David Wolbrecht, Senior Neighborhood Services Coordinator

Date: March 19, 2021

Subject: 2021 Neighborhood Safety Program

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 (PTSAs), 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 2021 NSP Program is as follows:

Project Idea Forms Due: December 21, 2020 Project Conferences: February 17 and 19, 2021 Applications Available: February 19, 2021 Applications Due: February 28, 2021

Staff Review: Early March 2021
Panel Review: March 11 and 18, 2021
Panel Scoring Due: March 22, 2021
Panel Decision: March 23, 2021

Presentation to Transportation Commission: March 24, 2021

City Council Decision: April 20, 2021 Projects Announced: Late April 2021 Projects Completed By: June 2022

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 based on collaboration with the neighborhood representatives and Panel. 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 2021 funding.

Table 1 – 2021 Neighborhood Safety Program Applications

		COST	ESTIMATE CA	ATEGORY		
2021	Neighborhood Safety Program A	Applications	Low (K) Medium (K)		High (K)	
NSP #	Project Name	Rough Estimate	\$1-\$14	\$15-\$34	\$35-\$50+	
CH_1	Crosswalks at 106th Ave NE and NE 55th St	\$20,800		\$15-34K		
EH_1	RFB on 132nd Ave NE at NE 129th Street	\$147,200			>\$50K	
EV_1	Radar Speed Sign on NE 68th Street west of I405	\$80,000			>\$50K	
FH_1	RFB across 84th Ave NE near NE 141st St	\$115,200			>\$50K	
HL_1	Crosswalk across 116th Ave NE on the north side of NE 95th St	\$30,400		\$15-34K		
JN_1	Crosswalks at 108th Ave NE and NE 137th Pl	\$44,000			\$35-50K	
MB_1	RFB at State St and 2nd Ave S	\$115,200			>\$50K	
MK_1	Crosswalk across Waverly Way at 2nd St W	\$30,400		\$15-34K		
NK_1	Crosswalks on three legs of 3rd St and 4th Ave	\$11,200	\$1-14K			
NRH_1	RFB and crosswalk across 124th Avenue NE at NE 104th Street	\$147,200			>\$50K	
	Total of Cost Estimates	\$741,600				

The outcome of this year's prioritization process with staff and the Neighborhood Panel will be presented to the Transportation Commission on March 24, 2021 (after the final decisions on March 23, 2021). See Attachment C for maps of all applications.

Attachments:

- A NSP Technical Criteria and Scoring
- B NSP Panel Criteria
- C NSP Maps of 2021 Applications

2021 NSP Project Team		Possible Points	CH_1_Crosswalk s 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	State St and	MK_1_Crosswalk across Waverly Way at 2nd St W	legs of 3rd St	Avenue NE
Transportation Master Plan Policy												
sides of almost all streets. Because of the high co-	size are a foundation for pedestrian activity. Kirkland's existing codes call for sidewalks on both it to construct sidewalks everywhere, they are missing in mamy points of Kirkland's system, it is unding to the most worthy projects first. Locations should prioritized using the following factors:	100	27	44	49	30	38	49	34	33	35	48
Improve safety—Prioritize locations based on cra-	sh history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.	38	7	16	24	12	13	13	9	10	6	16
Crashes: Based upon Kirkland Police Department crash records from	Ped/Bike (1=6, >1=12)	12	0	0	0	0	0	0	0	0	0	0
previous 5 years. Crash must match	Vehicle (1=1, >1=2) - counted only when the project is related to auto safety	2	0		2	0	0	0	0	0	0	0
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	1	0	0	0	1	1	0	1	0	0
Volume: Based upon TMP 2 way 24-	Number of Lanes (2=1, >2=2) (turn lane counts as one lane) Under 3,000 average daily trips (0)	2	0	2	2	1	1	1	1	1	1	2
hour daily auto volume counts on	Between 3,001-15,000 average daily trips (3)					3	3	3	3	3	3	
selected roadways and site specific traffic studies by Kirkland Public Works. Counts are made every other year.	Over 15,001 average daily trips (6)	6		6	6							6
Roadway Speeds: Based upon posted	Speed limit 25 MPH and under (0)										0	
speed limits, study data (when available), and anecdotal information. It	Speed limit 26–30 MPH (3)		3						3	3	+	+
there is speed data from NTCP within last 5 years, the 85th percentile.	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	Bicycle (0-2) (2 if bicycle facility at this location) Pedestrian (0-2) (2 if pedestrian facility is at this location)	2	0 2	0 2	2	0 2	0 2	2	2	2	2	2
following modes. Crosswalks/RFBs only enhance safety of pedestrian mode.	Vehicular (0-2) (only if it addresses safety for a vehicle) Transit (0-2) (only if transit is at this location)	2	0	0	2	0	0	0	0	0	0	0
Make Connections—Give high priority to projects	that fill gaps by connecting existing sidewalks.	16	0 4	4	0	4	0	8	0	0	4	4
Sidewalks: Existing sidewalk/gravel	Sidewalk, paved shoulder, or gravel path on both sides (0)		4	0	0	0	4	4	0	0	0	0
path (not applicable in parks).	Sidewalk, paved shoulder, or gravel path on one side (4) No shoulder or sidewalk either side: must walk in vehicle lane (8)	8	4				4	4				-
School Walk Route: The project extends, adds or completes a	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		0		0				0	0		
nonmotorized system identified in the	road (4)			4		4	4	4			4	4
School Walk Route gap analysis data.	Improves School Walk Routes where no sidewalk (or extruded curb) exists on either side of the road (8)	8										
Transit—Complete walkways that allow easy acce- numerous strong links to the CKC.	and enhance walkability and places where current pedestrian volumes are high. Connect to ss to transit, particularly regional transit. Connect to the Cross Kirkland Corridor—Make	18	12	14	14	10	8	12	18	14	16	14
Walkability: Based upon the TMP walkability scores for roadways in	Low—Walkability factor 1-5.5 (0) (Level 1 on map) Moderate—Walkability factor 6-9 (6) (Level 2 on map)						6					
Kirkland. The walkability score is made	High—Walkability factor of 9-13.5 (10) (Level 3 on map)		10	10		- 6		10				10
up of the followintg factors: proximity to parks, transit, schools, certain kinds of retail (See polict T-5.1 in the Transportation Master Plan).	Very High—Walkability factor of 13.5+ (14) (Level 4 on map)				14				14	14	14	
Link: The project connects to other	No link to Pedestrian/Bicycle/Transit Facility (0)	-	+		0					0	+	
multimodal facilitites. (Radar speed signs do not link = 0)	Link to Pedestrian OR Bicycle OR Transit Facility (2)		2	4			2	2	4		2	
Title VI—Health Equity Need: Projects that would	Link to Pedestrian AND Bicycle AND Transit Facility or CKC(4) serve populations at a higher risk for inactivity and/or poor health outcomes, including people	16	2	8	9	10	7	12	13	7	7	10
living in poverty, minorities, the elderly, and/or pe Equity and Social Justice: Based upon	eople with disabilities. Minority (<17%=0: 18%-29%=2: 30%<=3)	16	0	3	2	2	2	3	2	0	2	3
WSDOT ALPACA & OSPI Report Card.	Free & Reduced Meals (<10%=0; 11%-20%=2; 21%<=3)		2	3	2	2	0	3	2	0	0	2
Weighted annually based on applicants When project site is between two	Language Block Group (>2%=3) Disabled (<5%=0; 6%-10%=2; 10.1%<=3)		0	0	3	0	3	3	3	3	3	3 2
zones, using the larger value of the two			0	0	0	2	0	0	2	2	0	0
zones. Transportation Master Plan: Community input—E	Pecause of the scale of pedestrian projects, gathering the on-the-ground knowledge through		0	0		2				0	0	
community input is particularly important in select Consistency with Plans: Based upon		4	2	2	2	-6	2	4	-6	2	2	4
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	Does not align with existing plan (0) or -10 if does not meet RFB/Crosswalk Standards		0		0	-10	0	-	-10		0	
sites.) SRTS needed to be the specific site. Neighborhood Plans had to										0		
mention the street and problem Neighborhood Association Support:	Project Priority 1 (2)	 	2	2	2	2	2	2	2	2	2	2
Project was reviewed by the Neighborhood Association and received a priority ranking. All projects get 2 points unless they are submitting 2 projects then one gets 1 point.	Project Priority 2 (0)											
Transportation Master Plan: Cost/likeliness to rec should generally have a higher priority. However, Project is paired with a good potential	eview grant funding—Projects that have lower cost or that are good candidates for grant funding caution must be exercised so that high cost, high value projects are also considered. [Yes (4)]	4	0	0	0	0	0	0	0	0	0	0
grant candidate or CIP project. NSP funds can be City match or an element of the grant project. (0–4)	No (0)		0	0	0	0	0	0	0	0	0	0
of the grant project. (0–4) Maintenance		4	0	0	0	0	0	0	0	0	0	0
Maintenance of Project: Impacts to	Greater maintenance than existing (0)		0	0	0	0	0	0	0	0	0	0
existing City maintenance needs. If	Same maintenance as existing (2)	-			U		U	0	-			-

Neighborhood Safety Program Panel Scoring

Neighborhood Safety Program 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.				
Neighborhood Benefit/Support (Up to 60 points)				
Neighborhood Benefit:				
 Consider the following factors when deciding how many points to assign to each project: How many people does this project benefit? Do the beneficiaries include school kids or other vulnerable populations? How unsafe is the current situation? Does the benefit justify the cost? Does the project create an important pedestrian or bicycle connection (e.g., to a business district, park, or school)? Neighborhood Support: Is there support for the project within the neighborhood (e.g., businesses, schools, and PTSAs)? 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			
Community Benefit/Support (Up to 30 points)				
Community Benefit: Consider the following factors when deciding how many points to assign to each project: • Does this project benefit people outside the neighborhood? • Does the project create a community-wide connection? Community Support: Is there broad community support for the project outside the neighborhood (e.g., businesses, schools, PTSAs, and community groups)? Were letters, emails, or a petition submitted with the application?	30			
Neighborhood/Community Project Partnership (Up to 10 points)				
Neighborhood(s) or community organization(s) are contributing to this project (e.g. donations or volunteer hours) and their roles have been identified.	10			



CH_1_Crosswalks at 106th Ave NE and NE 55th St



merchantability, accompany this product.



EH_1_RFB on 132nd Ave NE at NE 129th Street





Legend

Transit Routes

Sidewalks

Trails

- Public Works Trail
- Parks Tra
- Privately Maintained
- School Walk Routes
- City Limits
- Cross Kirkland Corridor
- Regional Rail Corridor
- Streets
- Buildings
- Lakes
- Parks
- Schools
- Olympic Pipeline Corridor

1: 1,200



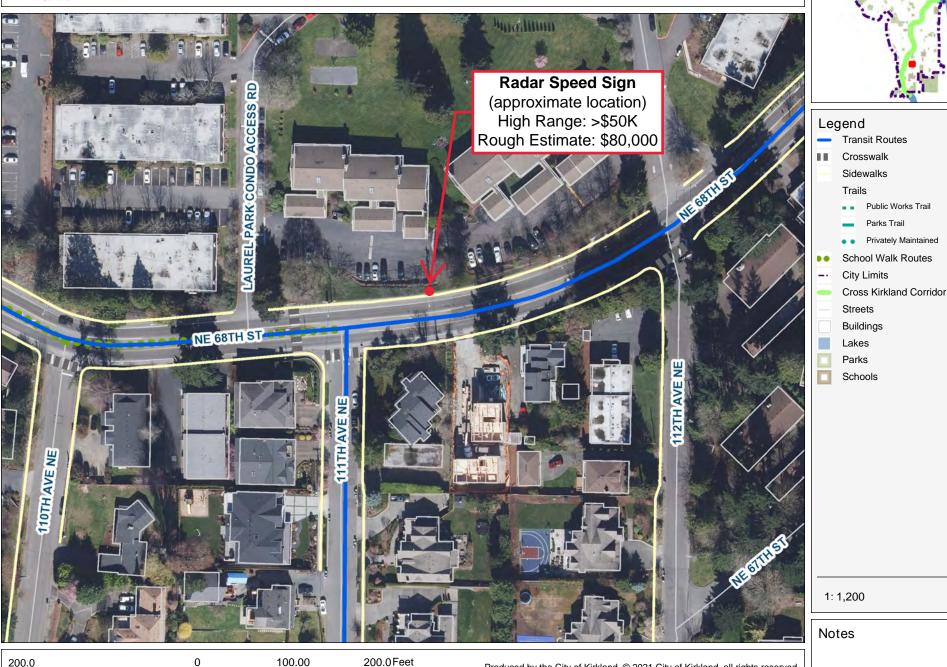
Notes

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

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EV_1_Radar Speed Sign on NE 68th Street West of I-405



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FH_1_RFB across 84th Ave NE near NE 141st St

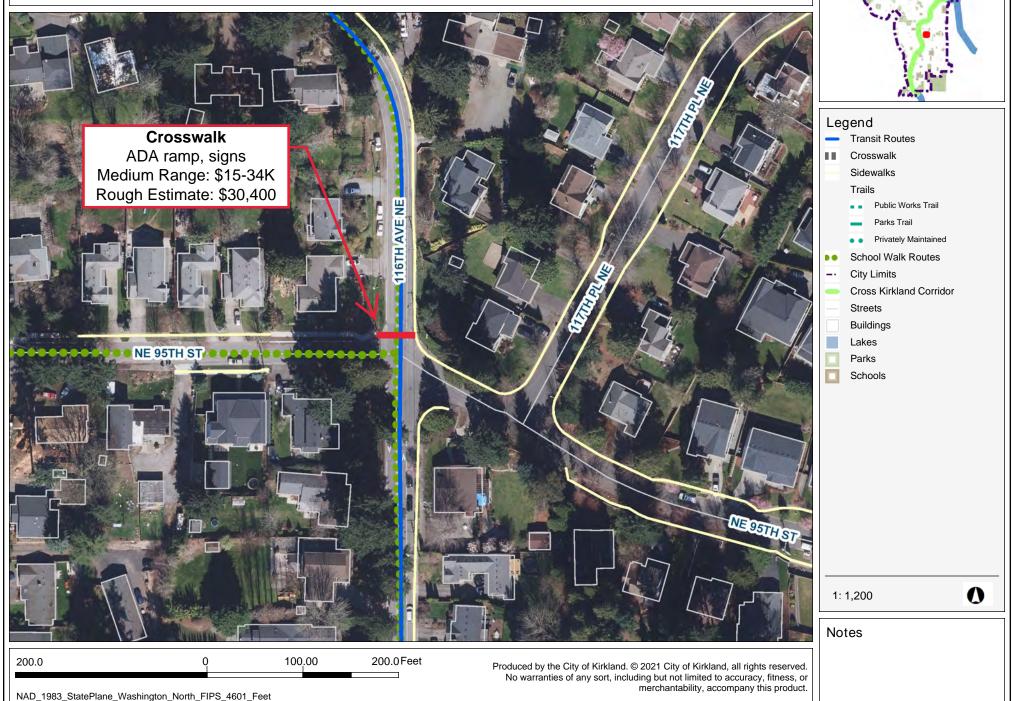


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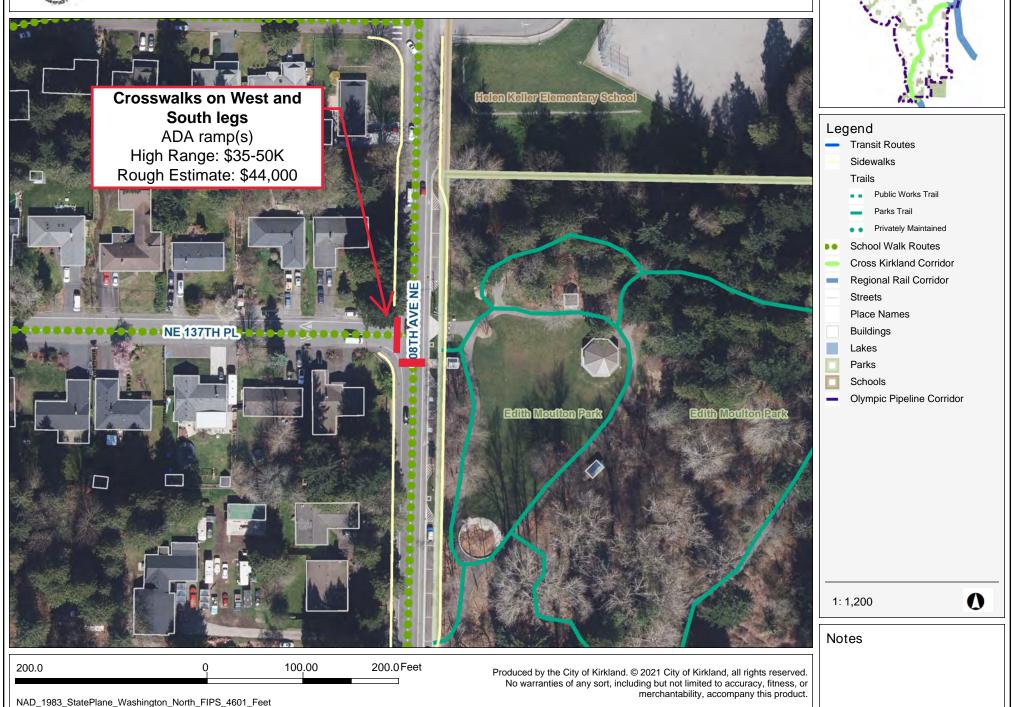


HL_1_Crosswalk across 116th Ave NE on the north side of NE 95th St





JN_1_Crosswalks at 108th Ave NE and NE 137th PI





MB_1_RFB at State St and 2nd Ave S



200.0 Feet

Legend

Transit Routes

Crosswalk

Sidewalks

Trails

- Public Works Trail
- Parks Trail
- Privately Maintained
- School Walk Routes
- City Limits
- Cross Kirkland Corridor
- Streets

Buildings

- Lakes
- Parks
- Schools

1: 1,200



Notes

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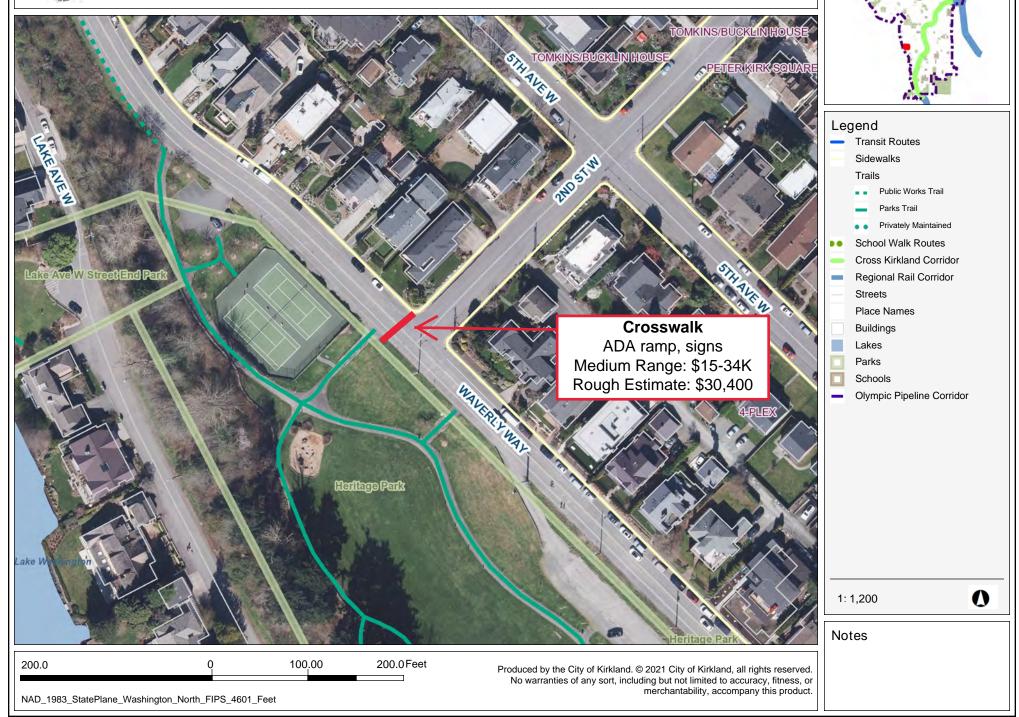
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MK_1_Crosswalk across Waverly Way at 2nd St W





NK_1_Crosswalks on two legs of 3rd St and 4th Ave



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E ALL

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

NRH_1_RFB and crosswalk across 124th Avenue NE at NE 104th St



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