

# 2023 Neighborhood Safety Program

**Transportation Commission – April 25, 2023**

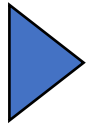


**Don Robinson**

Senior Community Engagement Coordinator

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# 2021 Neighborhood Safety Program



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# Background

The City Council authorized the Neighborhood Safety Program (NSP) to help “re-energize 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 program.



# 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.

# 2023 Neighborhood Safety Program

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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

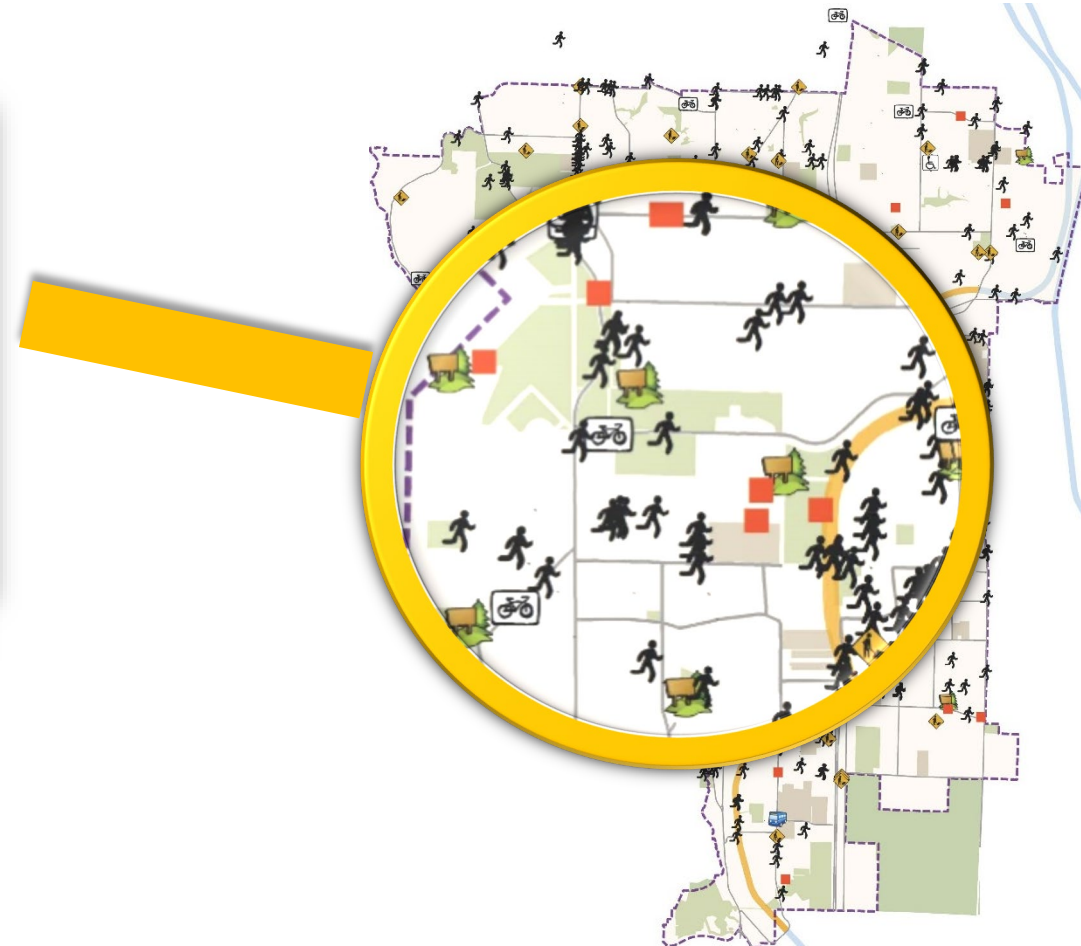
Open the [Capital Improvement Projects map](#). Then click the blue "I want to..." button.



Overview

STEP 2 - OPEN THE PROJECT IDEA

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 Pl 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 Pl 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 Pl 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 Pl 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 Pl 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 1994 or 1995 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	Place 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 Heather. 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 2, 2022

**Project Conferences:** February 2-3, 2023

**Applications Due:** February 14, 2023

**Staff Review:** February 21, 2023

**Panel Review:** March 2, 2023

**Panel Decision:** March 14, 2023

**Transportation Commission Presentation:** April 25, 2023

**City Council Presentation:** May 2, 2023

**Projects Completed By:** 2024

# Process – Scoring

# Each project receives...

# City Engineers' Technical Score

# Average of Neighborhood Panel Scores

\_\_\_\_\_

\_\_\_\_\_

# Final Score

2023 NSP Project Team Scoring Criteria	
<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 parts 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:	
<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.	
<b>Crashes:</b> Based upon Kirkland Police Department crash records from previous 5 years. Crash must match problem/issue.	Ped/Bike [1+6, >+12]  Vehicle [1+1, >+2]—counted only when the project is related to auto safety
<b>Roadway Design:</b> based upon existing conditions of the roadway.	No Sidewalk/Traills + 2, Sidewalk 1 side = 1, Sidewalk on both sides =0 (0-2)  Number of Lanes (2+1, >+2) (turn lane counts as one lane)
<b>Volume:</b> Based upon average annual daily traffic counts (AADT) and site specific traffic studies by Kirkland Public Works.	Under 3,000 average daily trips (0) Between 3,001-15,000 average daily trips (3)  Over 15,001 average daily trips (5)
<b>Roadway Speeds:</b> Based upon posted speed limits and study data (when available), if there is speed data from NCTP 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 (5)
<b>Motorized and Nonmotorized Safety:</b> The project enhances the safety of the following modes. Crosswalks/NBAs only enhance safety of pedestrian mode.	Bicycle (0-2) (2 if bicycle facility at this location) Pedestrian (0-2) (2 if pedestrian facility is at this location) Vehicular (0-2) (only if it addresses safety for a vehicle) Transit (0-2) (only if transit is at this location)
<b>Make Connections</b> —Give high priority to projects that fill gaps by connecting existing sidewalks.	
<b>Sidewalks:</b> Existing sidewalk/travel 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)
<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 both side of the road (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 CXC.	
<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 project T5.1 in the Transportation Master Plan).	Low—Walkability factor 1-5.5 (0) (Level 1 on map) Moderate—Walkability factor 6-9 (0) (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 CXC(4)

[illegible]



# Process – Technical Criteria

## 2023 NSP Project Team Scoring Criteria

<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 be prioritized using the following factors:	
<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.	
<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)
	Vehicle (1=1, >1=2) - counted only when the project is related to auto safety
<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)
	Number of Lanes (2=1, >2=2) (turn lane counts as one lane)
<b>Volume:</b> Based upon average annual daily traffic counts (AADT) and site specific traffic studies by Kirkland Public Works.	Under 3,000 average daily trips (0)
	Between 3,001-15,000 average daily trips (3)
	Over 15,001 average daily trips (6)
<b>Roadway Speeds:</b> Based upon posted speed limits and study data (when available). If there is speed data from NTCP 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)
<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)
	Pedestrian (0-2) (2 if pedestrian facility is at this location)
	Vehicular (0-2) (only if it addresses safety for a vehicle)
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<b>Make Connections</b> —Give high priority to projects that fill gaps by connecting existing sidewalks.	
<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)
<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)
<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>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 policy 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)

# Process – Technical Criteria, cont.

## 2023 NSP Project Team Scoring Criteria

<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:	
<b>Title VI—Health Equity Need:</b> 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>Equity and Social Justice:</b> Based upon WDOH Environmental Public Health Data. ( <a href="https://fortress.wa.gov/doh/wtnibl/WTNIBL/">https://fortress.wa.gov/doh/wtnibl/WTNIBL/</a> ) When project site is between two zones, using the larger value of the two zones.	People of Color (0-3=0pts; 4-6=2pts; 7-10=3pts)
	Population Living in Poverty (<=185% of Federal Poverty Level) (0-3=0pts; 4-6=2pts; 7-10=3pts)
	ACS: Limited English (LEP)(>=6=3pts)
	Population with Disability (>=3=3pts)
	Population 65+ Living Alone (0-3=0pts; 4-6=2pts; 7-10=3pts)
	No access to a Private Vehicle (>=6=2pts)
<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>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 Action Plan. (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.	
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>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

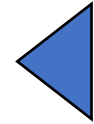
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# 2023 Neighborhood Safety Program

City Staff Score	Neighborhood Association Project	Neighborhood Panel Score	Combined Total Score
45	<b>MK-1</b> Crosswalk/Sidewalk Extension on Waverly Way and 2nd to Heritage Park	80	125
60	<b>MB-1</b> RRFB on Lake St S & 10th Ave S	62	122
51	<b>EH-1</b> RRFB on 124th Ave at Kingsgate Library	60	111
44	<b>NK-1</b> 7th Ave Walkway (3rd & 4th)	64	108
50	<b>MB-2</b> RRFB on State Street & 2nd Ave S	55	105
43	<b>SRHBT-3</b> Sidewalk Connection on NE 80th at 126th Ave NE	61	104
51	<b>JB-2</b> RRFB on NE 116th St at 101st Pl NE	50	101
31	<b>FH-1</b> Finn Hill Middle Crosswalk NE 132nd St	67	98
37	<b>SRHBT-2</b> Crosswalk on 116th Ave NE between NE 67th & NE 60th	58	95
41	<b>CH-2</b> Sidewalk on 111th Ave NE & 62nd St	52	93
35	<b>JB-1</b> Sidewalk Segment on NE 140th to Helen Keller Elementary	54	89
15	<b>FH-2</b> Sandberg Elementary Bicycle Buffer Striping 84th Ave NE	70	85
34	<b>HL-1</b> Speed Radar at 116th Ave NE & NE 95th	51	85
23	<b>SRHBT-1</b> Speed Radar on 70th between 128th & 129th	53	76
12	<b>CH-1</b> School Zone Flashers on 108th Ave NE & NE 52nd Street	62	74

- 15 projects were submitted for review
- 4 projects were identified as top priority projects for funding

# Top Priority Projects

Scores	NSP #	Project Name	Rough Estimate
TOP PRIORITY			
125		<b>MK-1</b> Crosswalk/Sidewalk Extension on Waverly Way and 2nd to Heritage Park	\$ 40,000
122		<b>MB-1</b> RRFB on Lake St S & 10th Ave S	\$ 240,000
111		<b>EH-1</b> RRFB on 124th Ave at Kingsgate Library	\$ 320,000
108		<b>NK-1</b> 7th Ave Walkway (3rd & 4th)	\$ 32,000
TOP PRIORITY Subtotal			\$ 632,000

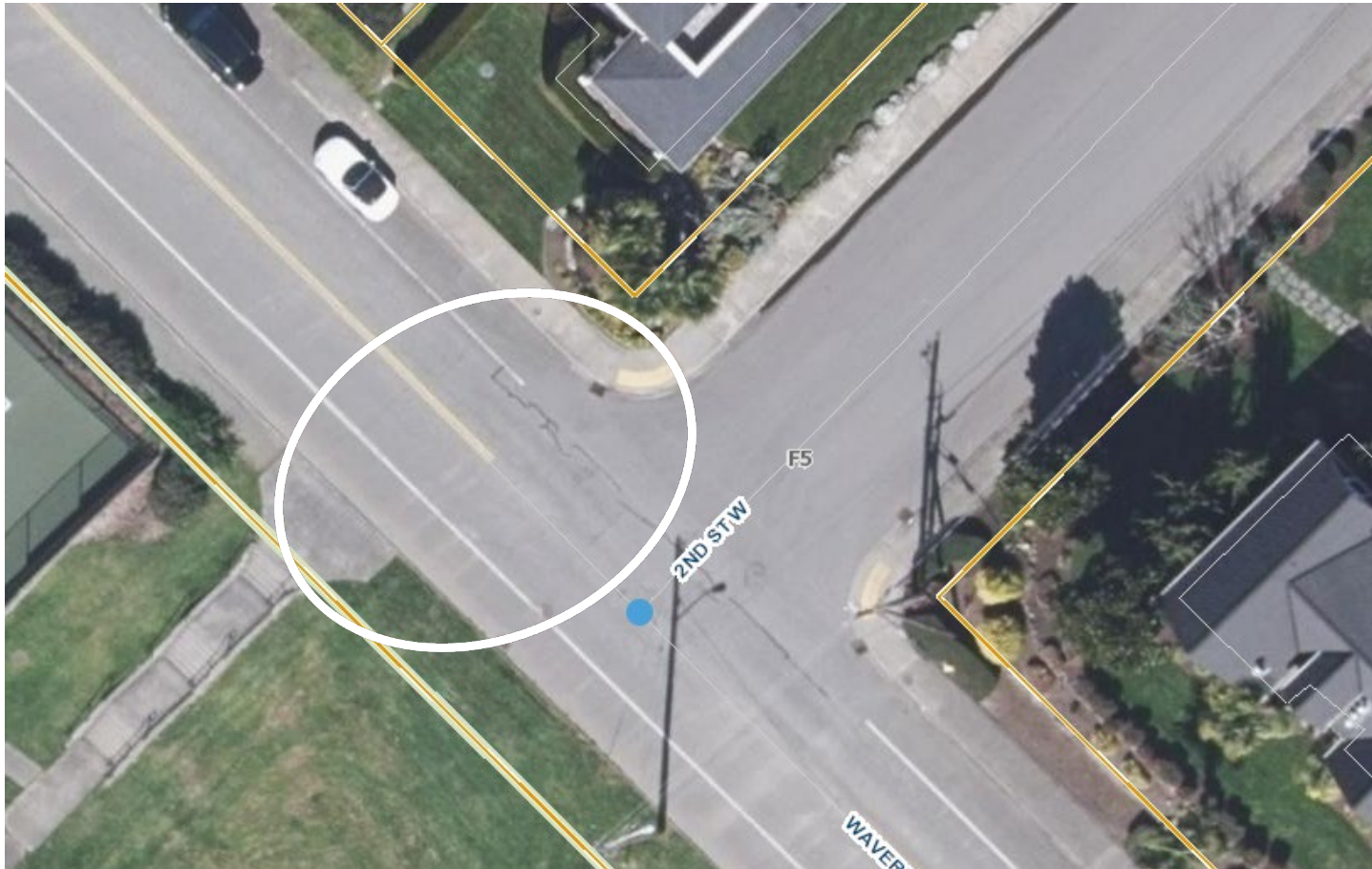


**1**

## Market: Crosswalk/Sidewalk Extension on Waverly Way

**125** Points

Funded

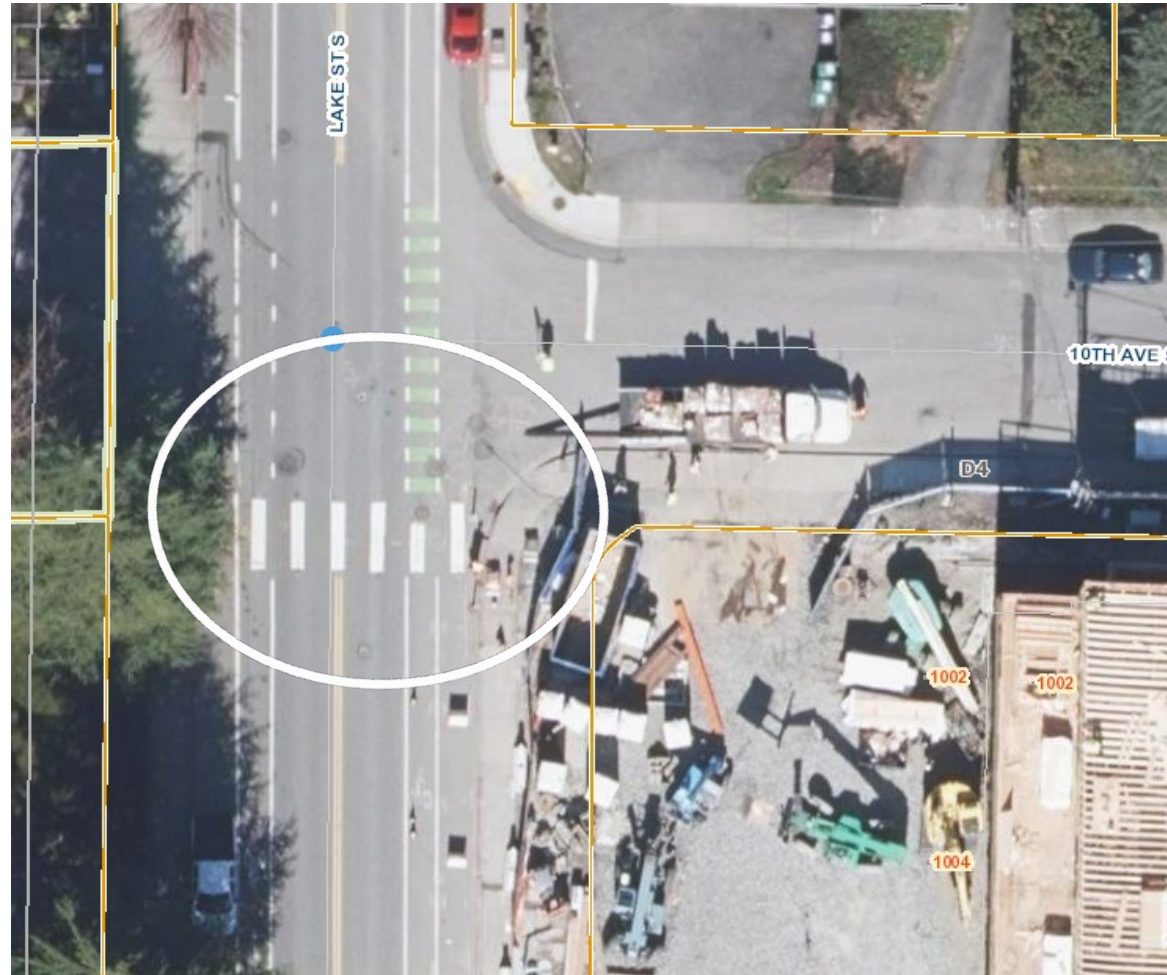


2

## Moss Bay: RRFB on Lake St & 10<sup>th</sup> Ave S

122 Points

Funded





3

## Evergreen Hill: RRFB on 124<sup>th</sup> Ave at Kingsgate Library

**111** Points

Funded



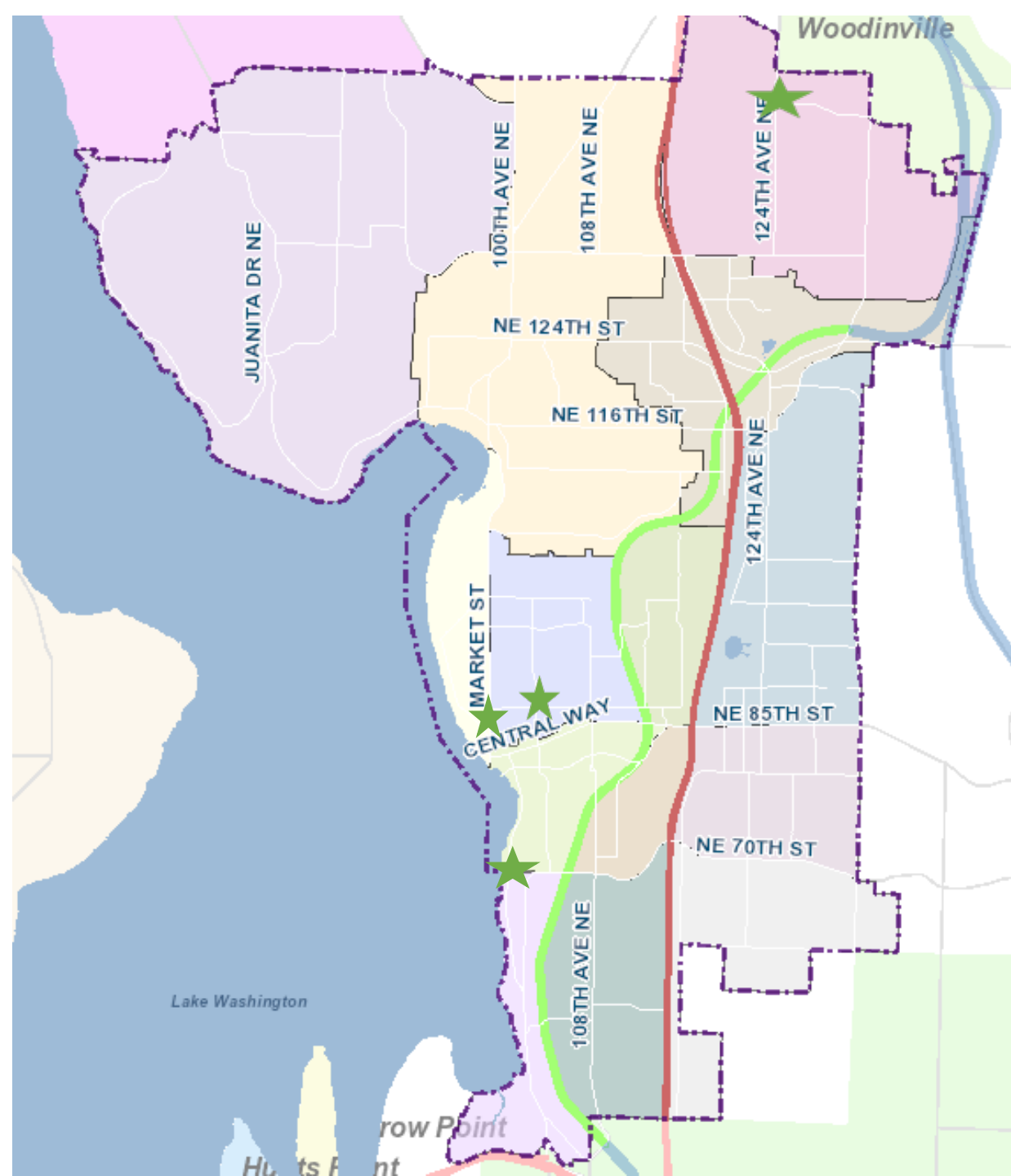
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## Norkirk: Walkway on 7<sup>th</sup> Ave between 3<sup>rd</sup> & 4<sup>th</sup>

**108** Points

Funded





# Moderately Ranked Projects

MODERATE PRIORITY			
105		<b>MB-2</b> RRFB on State Street & 2nd Ave S	\$ 240,000
104		<b>SRHBT-3</b> Sidewalk Connection on NE 80th at 126th Ave NE	\$ 31,000
101		<b>JB-2</b> RRFB on NE 116th St at 101st Pl NE	\$ 300,000
98		<b>FH-1</b> Finn Hill Middle Crosswalk NE 132nd St	\$ 55,000
95		<b>SRHBT-2</b> Crosswalk on 116th Ave NE between NE 67th & NE 60th	\$ 52,000



5

## Moss Bay: RRFB on State St & 2nd Ave S

**105** Points

Unfunded



6

## SRHBT: Sidewalk Connection on NE 80<sup>th</sup> at 126<sup>th</sup> Ave NE

**104** Points

Unfunded

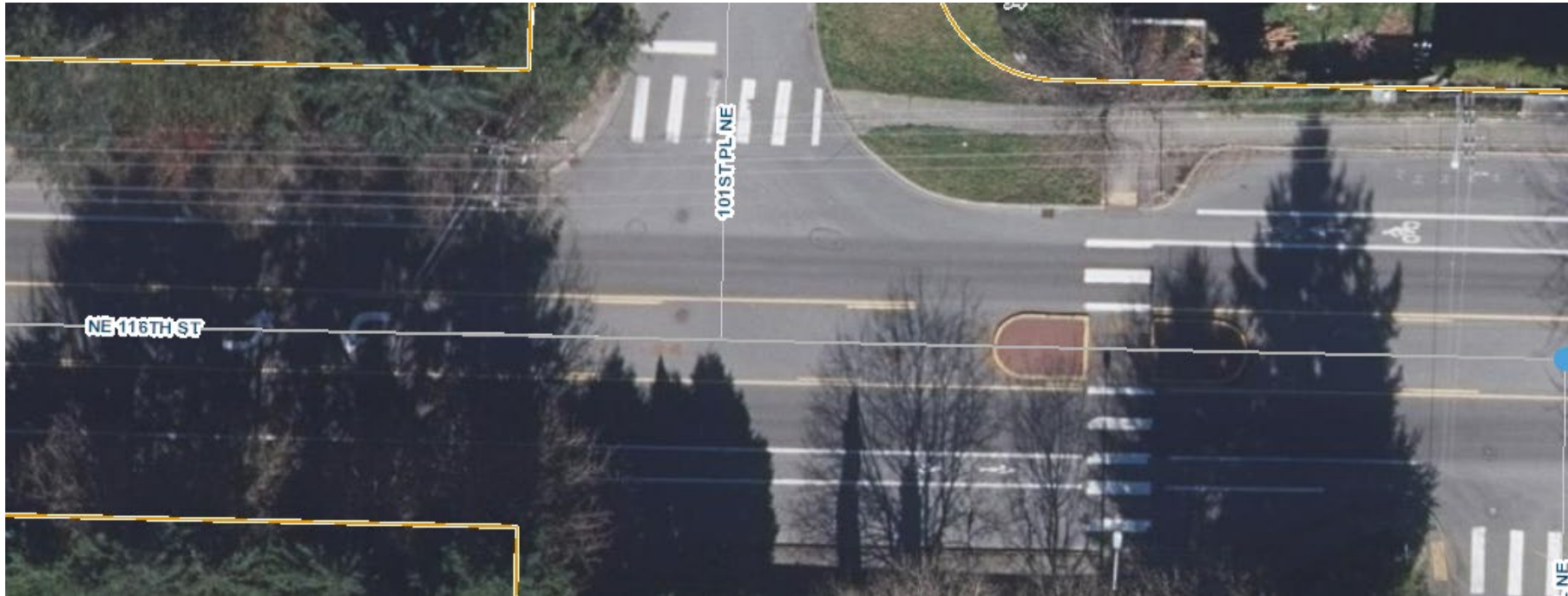


**7**

## **Juanita: RRFB on NE 116<sup>th</sup> St at 101<sup>st</sup> PI NE**

**101** Points

Unfunded



8

## Finn Hill: Crosswalk at Finn Hill Middle School on NE 132<sup>nd</sup> St

98 Points

Unfunded





9

## SRHBT: Crosswalk on 116th Ave NE between NE 67th & NE 60th

95 Points

Unfunded



# Lower Ranked Projects

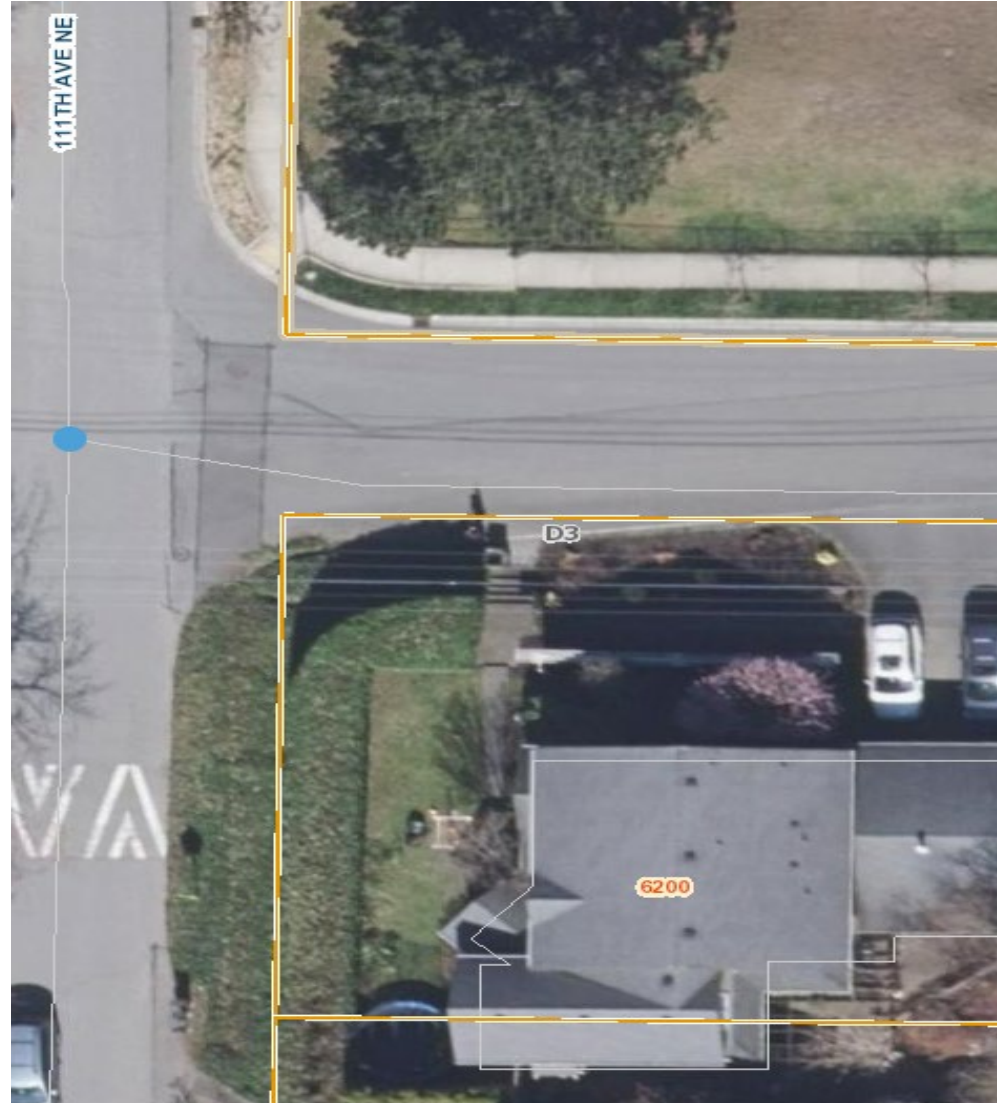
LOWER PRIORITY			
93		<b>CH-2</b> Sidewalk on 111th Ave NE & 62nd St	\$ 90,000
89		<b>JB-1</b> Sidewalk Segment on NE 140th to Helen Keller Elementary	\$ 90,000
85		<b>FH-2</b> Sandberg Elementary Bicycle Buffer Striping 84th Ave NE	\$ 4,000
85		<b>HL-1</b> Speed Radar at 116th Ave NE & NE 95th	\$ 96,000
76		<b>SRHBT-1</b> Speed Radar on 70th between 128th & 129th	\$ 144,000
74		<b>CH-1</b> School Zone Flashers on 108th Ave NE & NE 52nd Street	\$ 20,000

**10**

## Central Houghton: Sidewalk on 111<sup>th</sup> Ave NE & 62<sup>nd</sup> St

**93** Points

Unfunded

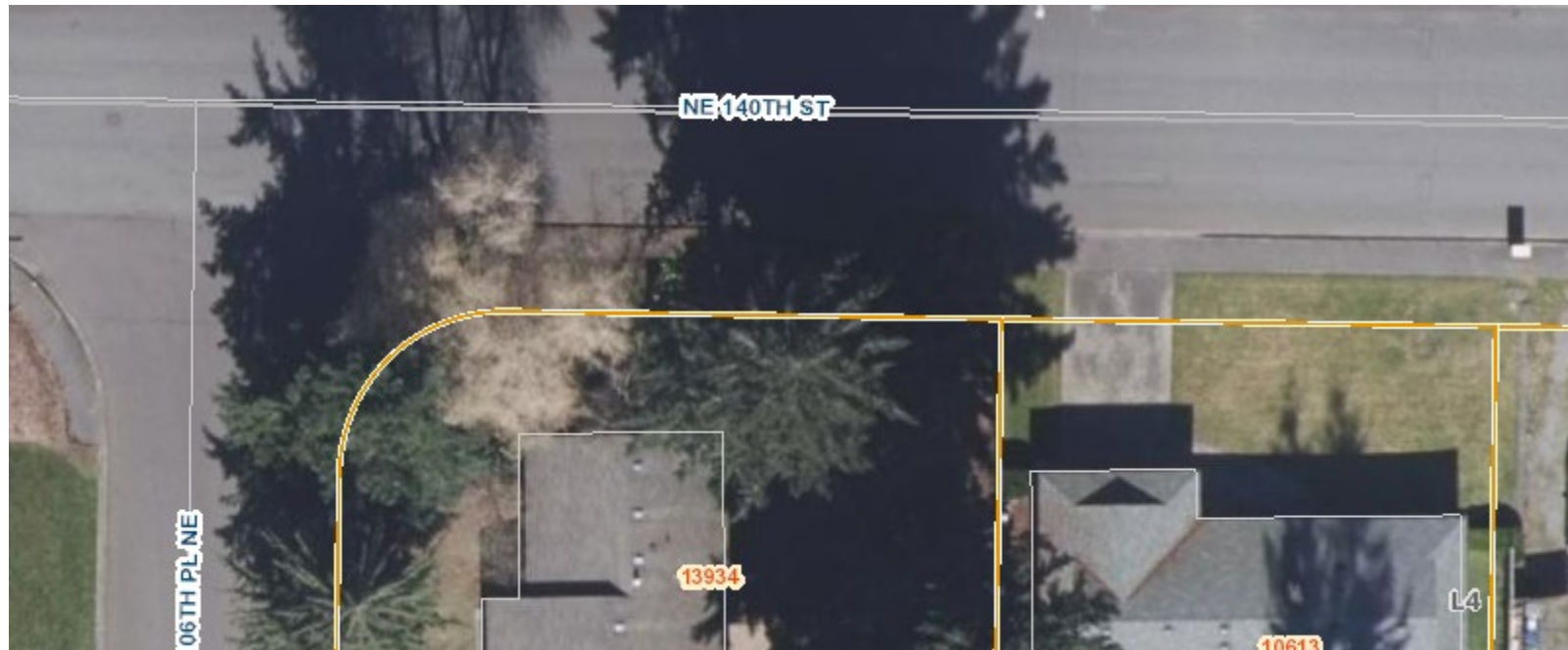


**11**

## Juanita: Sidewalk Segment on NE 140<sup>th</sup> to Helen Keller Elementary

**89** Points

Unfunded





**12**

# Finn Hill: Sandberg Elementary Bicycle Buffer Striping on 84<sup>th</sup> Ave NE

**85** Points

Unfunded

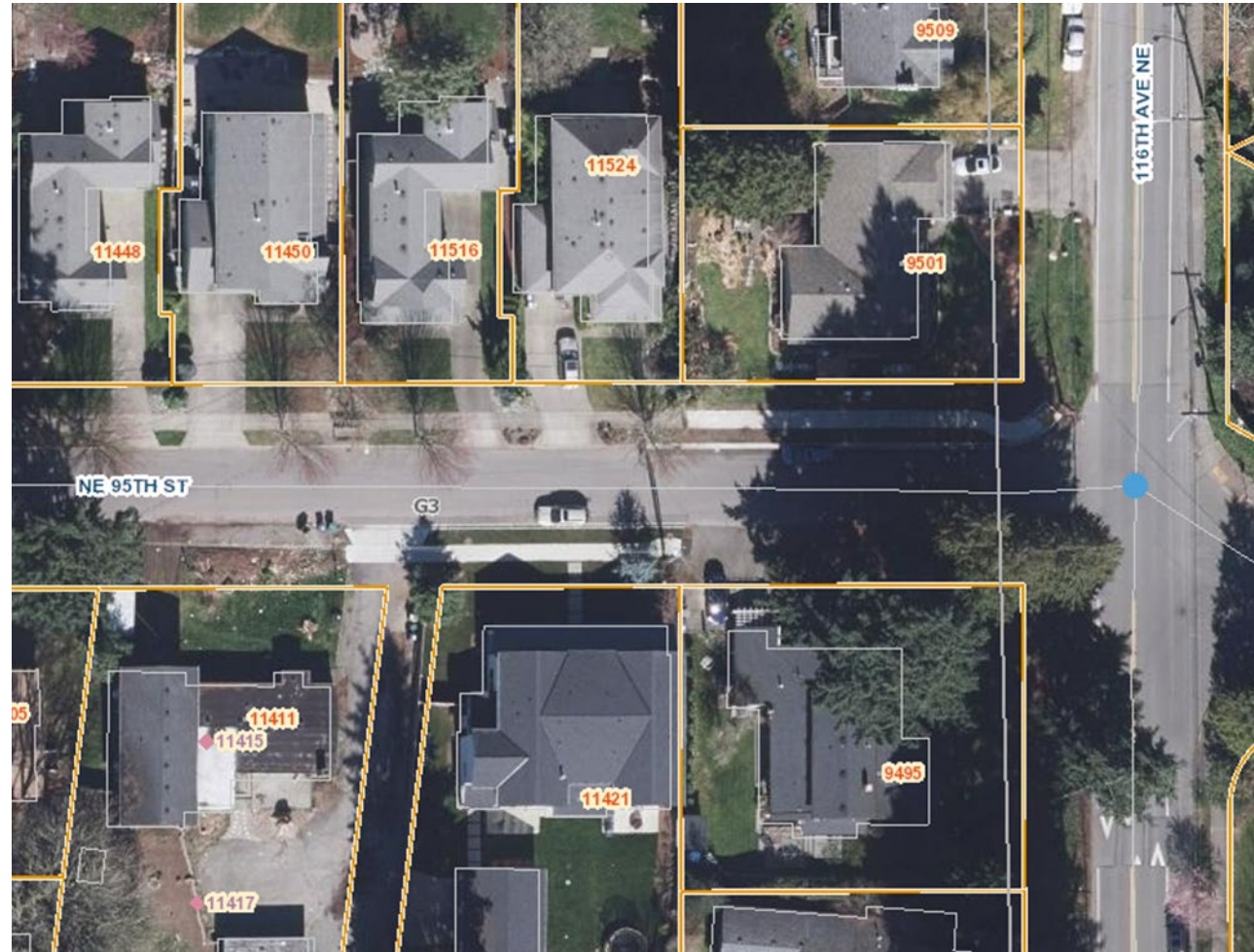


13

## Highlands: Speed Radar at 116<sup>th</sup> Ave NE & NE 95<sup>th</sup>

85 Points

Unfunded



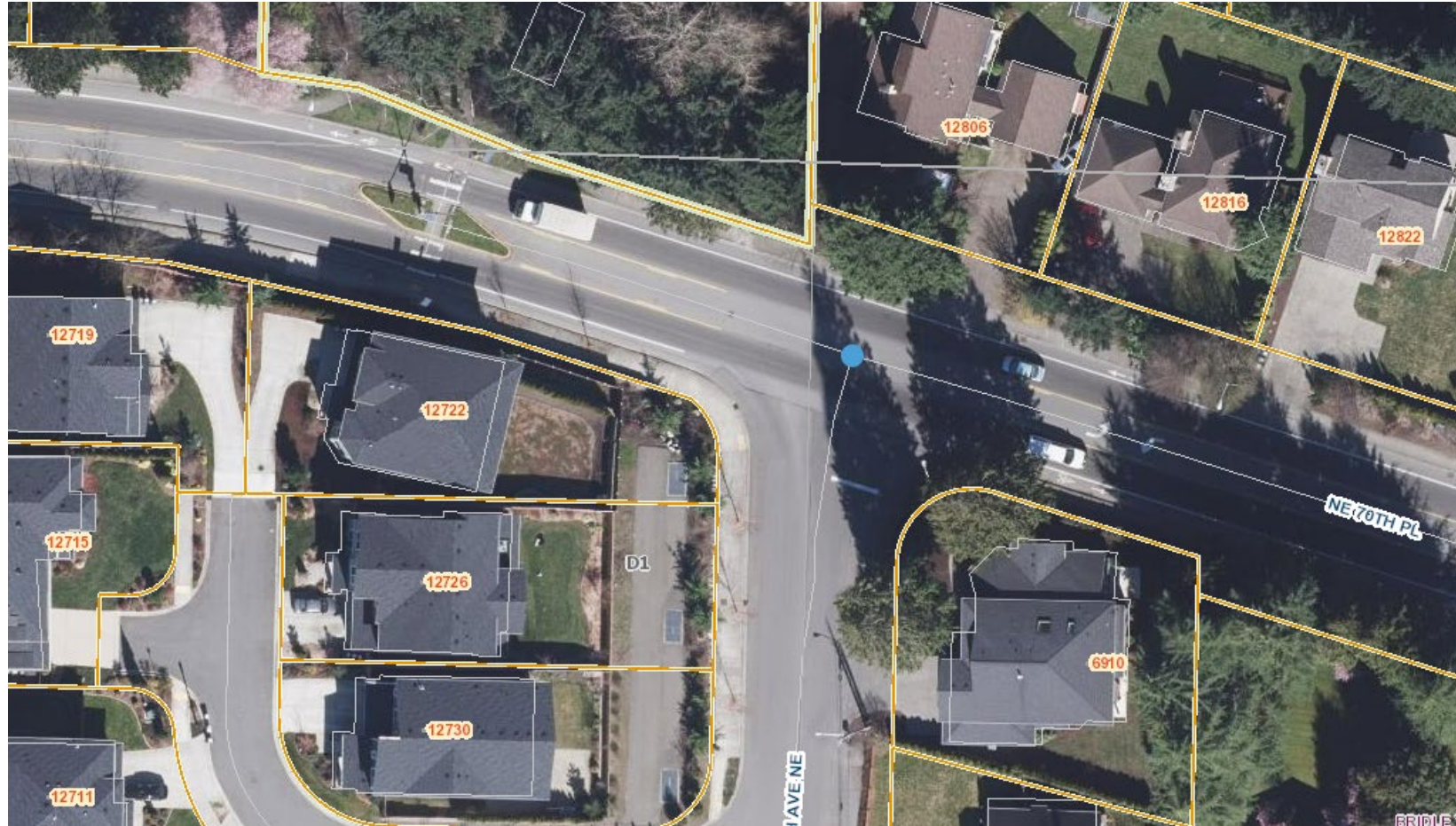


# 14

## SRHBT: Speed Radar on NE 70<sup>th</sup> PI between 128<sup>th</sup> & 129<sup>th</sup>

**76** Points

Unfunded



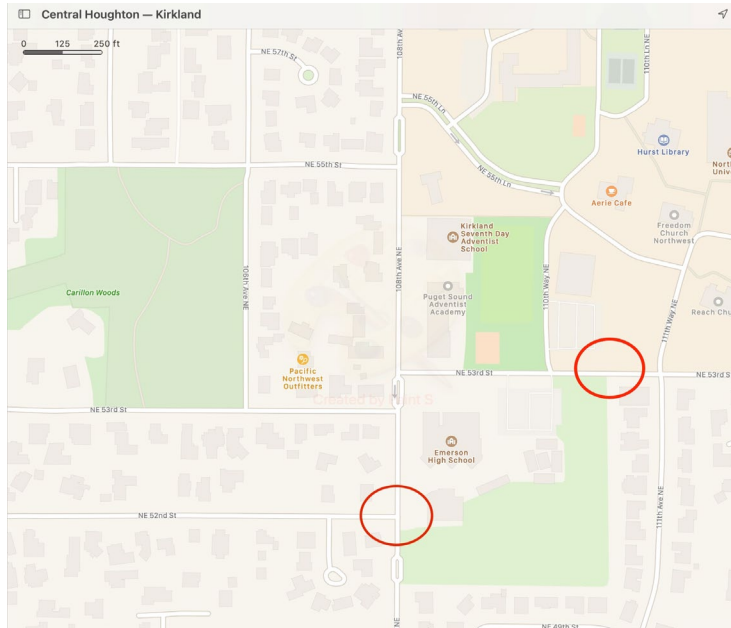


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# Central Houghton: School Zone Flashers on 108<sup>th</sup> Ave NE & NE 52<sup>nd</sup> St

74 Points

Unfunded





# 2021 Neighborhood Safety Program

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Projects

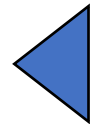
3

Process

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# Next Steps

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- City Council – May 2, 2023
- CIP process for bidding, contracting, and construction
- Projects built by 2024

Any Questions?

