



## MEMORANDUM

**To:** Transportation Commission

**From:** Jim Lopez, Deputy City Manager of External Affairs  
Daniel Lazo, Senior Community Engagement Coordinator  
Jennifer Palmer, Transportation Engineering Supervisor

**Date:** March 10, 2026

**Subject:** **2026 Neighborhood Safety Program (NSP) Recommended Projects**

### RECOMMENDATION:

Staff recommends that the Transportation Commission receive a briefing on the Neighborhood Safety Program projects for 2026, prior to City Council taking action on the recommended projects at their April 24, 2026 meeting; and provide feedback on any gaps for the project applications.

### EXECUTIVE SUMMARY:

- Staff will ask the Council to approve the recommended Neighborhood Safety Program (NSP) projects for 2026.
- Since 2014, the City has partnered with neighborhood associations on NSP to implement capital improvement projects focused on transportation safety through a collaborative, equitable evaluation process. Since the program's inception, 83 projects have been completed.
- For the 2026 program, Staff received 12 project applications from 10 neighborhood associations, reviewed each project's technical safety, and will next narrow down the top priorities with the Neighborhood Project Coordinators to present recommendations to the Council.

### BACKGROUND:

In 2014, the City Council authorized the Neighborhood Safety Program (NSP) to help "re-energize neighborhoods through partnerships on capital project implementation[.]" At that time, 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. Since 2014, 83 projects have been completed through the program. Attachment 1 shows the 77 projects completed between 2014-2023.

The goals of the NSP are to:

- Provide incentives 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;
- Collaborate with businesses, schools, Parent Teacher Student Associations (PTSA's), and other organizations; and

- Create an equitable distribution of improvements throughout the City.

### Funding for NSP

As part of the 2025-2030 CIP Adoption, Council approved \$200,000 per year of ongoing School Zone Safety Camera revenue to maintain the \$350,000 of annual funding level in place for the program since 2014. The remaining \$150,000 per year is from 2012 Street Levy funding.

### 20256 NSP Timeline

- **NSP Kick-Off Meeting:** October 28, 2025
- **Project Idea Due:** December 1, 2025
- **Project Conferences:** February 11-12, 2026
- **Applications Due:** March 2, 2026
- **Staff Technical Evaluation:** March 5, 2026
- **Neighborhood Panel Team Meeting:** March 12, 2026
- **Neighborhood Panel Evaluations Due:** March 20, 2026
- **Transportation Commission Presentation:** March 25, 2026
- **Final Neighborhood Panel Team Meeting:** March 27, 2026
- **City Council Presentation:** April 24, 2026
- **Projects Planned to be Completed by:** 2028

### Project Review and Prioritization

Neighborhood leaders and staff work closely each year to continuously improve a project evaluation and prioritization process that adheres to the Transportation Strategic Plan (TSP), update adopted in November 2024. The goals, policies, projects, and programs in the TSP support the City's vision for growth in the Kirkland 2044 Comprehensive Plan and define the future of transportation in Kirkland for the next 20 years.

Residents can suggest a project idea via OurKirkland<sup>1</sup> all year round. These ideas are directly shared with Neighborhood Associations when the program begins in the fall.

There are two evaluation steps to select projects for the recommendation to the City Council (amassing a score of 0-200 points). The evaluation criteria used by City staff and the neighborhood panel are listed below:

1. **Technical Safety Criteria<sup>2</sup> (0-100 points):** The City Staff Panel is made up of an interdepartmental team that evaluates the safety problem and viability of the project's solution. Staff will also assess whether the project completes a missing segment of an important transportation network, addresses a recognized safety need, is consistent with adopted plans, and meets City standards.
2. **Community Criteria<sup>3</sup> (0-100 points):** The Neighborhood Association Panel is made up of elected representatives, identified as Neighborhood Project Coordinators, from active Neighborhood Associations. These panelists evaluate the neighborhood and community benefits and support of the project. They also assess if the project expands and/or strengthens the community, addresses a recognized safety need especially among

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<sup>1</sup> <https://kirklandwa.qscend.com/ourkirkland/>

<sup>2</sup> <https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-managers-office/neighborhood-services/nsp/nsp-technical-scoring-criteria-updated-022125.pdf>

<sup>3</sup> <https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-managers-office/pdfs/nsp-neighborhood-and-community-criteria.pdf>

vulnerable populations, and results in a lasting, positive impact for the community.

For the completion of the Community Criteria, each Neighborhood Project Coordinator presents their projects to the Neighborhood Association Panel. Each panelist scores every project presentation, and the average of the panelists' scores determines the overall Community Criteria score for each project.

The Technical Safety Criteria and the Community Criteria scores then are added up for each project, resulting in a final combined score. All projects then are ordered from highest to lowest by combined score, with priority placed on the highest scores. This final score is presented to the Neighborhood Association Panel to determine what will move forward to the City Council for approval.

### **Council Project Recommendations**

As illustrated in Table 1, 10 out of the 12 projects are in the low-medium cost range. For a map of the projects, see Attachment 2.

For the last several years, approximately three projects (out of an average of 10 projects per year) have exceeded the past target NSP per project limit of \$50,000. The NSP project submission limit was raised to \$100,000 for the 2023 cycle to accommodate the lack of the 2022 cycle. As of the 2025 cycle, the per-project limit has been adjusted to \$75,000. Continuing with precedent, neighborhoods were allowed to submit projects that exceeded the target NSP project limit because they addressed important safety and accessibility projects. In 2026, two out of 12 projects are at or above \$70,000.

Three neighborhoods, Totem Lake, Juanita, and Lakeview, did not apply for funding. Totem Lake does not have an active neighborhood association. Juanita Neighborhood Association had three project ideas, but they all exceeded the NSP project limits. Lakeview Neighborhood Association decided not to pursue due to time constraints, and one out of their two project ideas was outside their boundaries located at Kirkland Middle School in the Norkirk neighborhood. For these reasons, these Neighborhood Associations decided not to move forward with their project ideas after the Project Conferences in early February.

**Table 1: NSP 2025 Project Applications**

<b>Neighborhood</b>	<b>Project</b>	<b>Cost</b>
Central Houghton	Marked Crosswalk Across 106th Ave NE East to West at the Intersection of NE 55th and 106th NE in front of Carillon Woods Park	Medium
Everest	Stamped Concrete Traffic Island at the Intersection of Kirkland Ave and Cedar St	Medium
Evergreen Hill	Shoulder Striping and Traverse Pavement Markings on NE 140th St next to Robert Frost Elementary	Low
Finn Hill	Paint & Post Traffic Circle at 77th Ave NE and NE 143rd St	Low
Highlands #1	Pavement Markings and Warning Signs on the Dogleg S-Curve of 116th Ave NE and NE 96th St	Low
Highlands #2	Install Grip Strip at Two Wooden Stairways at 111th Ave NE	Medium
Market	Intersection Lines and Stop Legend Improvement on 6th St W at the Intersection of 16th Ave W and 6th St W	Low
Moss Bay	Marked Crosswalk at 7th Ave S and State St (East of State St going North to South)	High
North Rose Hill	3 Speed Cushions along NE 100th Street (between 124th Ave NE and 132nd Ave NE)	Medium
Norkirk	Marked Crosswalk across 15th Ave at the Intersection of 15th Ave and 4th St	High
South Rose Hill/Bridle Trails #1	Marked Crosswalk across 124th Ave NE at the Intersection of NE 73rd St and 124th Ave NE	Medium
South Rose Hill/Bridle Trails #2	Restripe Bike Lanes on 132nd Ave at the Intersection of 132nd Ave and NE 70th PI/Old Redmond Rd	Medium

**Table 2: NSP Cost Range Reference**

<b>Low Cost</b>	<b>Medium Cost</b>	<b>High Cost</b>
\$35,000≥	\$36,000 – 70,000	\$70,000≤

### **Status of Prior NSP Projects**

The six 2021/2023 NSP are completed as of September 2025.<sup>4</sup>

The 2024 NSP is currently in 90% design with bids going out in June 2026. The 2025 NSP is at 30% design with bids going out in Fall 2026 or Spring 2026.

### **Discussion**

City staff would like Commission feedback on the following topics:

- For project applications, does the Commission have any feedback on any individual project?
- For the NSP community process, does the Commission have any feedback on the steps taken to balance community input with engineering design?
- Does the Commission have any additional feedback on scoring?

### **NEXT STEPS:**

Following the presentation to the Transportation Commission, the Neighborhood Panel will have their final meeting on March 27, 2026, to decide what moves forward to Council as priority projects. The City Council will then be briefed on the 2025 NSP on April 24, 2026, and staff will seek the Council's approval by motion on the prioritized NSP project list.

### **ATTACHMENTS:**

Attachment 1. Map of the Completed 2014-2023 NSP Projects

Attachment 2. Map of 2026 NSP Project Applications

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<sup>4</sup> <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Construction-Projects/Neighborhood-Safety-Program-projects>