



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: David Wolbrecht, Senior Neighborhood Services Coordinator
Julie Underwood, Director of Public Works
Iris Cabrera, Transportation Engineer

Date: April 8, 2021

Subject: 2021 NEIGHBORHOOD SAFETY PROGRAM RECOMMENDED PROJECTS AND
NEIGHBORHOOD STREET LIGHT PROJECTS UPDATE

RECOMMENDATION:

It is recommended that the City Council approve by motion the recommended Neighborhood Safety Program projects for 2021 and provide direction to staff about the usage of the School Zone Safety Cameras as a funding source for the 2021 Neighborhood Safety Program. It is recommended also that the Council receive an update on the Neighborhood Street Light Projects completed in 2020 and those recommended for 2021.

THE NEIGHBORHOOD SAFETY PROGRAM

BACKGROUND DISCUSSION:

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 Neighborhood Safety Program pilot. In June 2014, the Council authorized the implementation of an ongoing program.

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;
- Leverage funding with match contributions and/or other agencies;
- Collaborate with businesses, schools, Parent/Teacher Student Associations (PTSA's), Cascade Bicycle Club, Feet First, Kirkland Greenways, and other organizations; and
- Create an equitable distribution of improvements throughout the City.

Funding for the Neighborhood Safety Program

Since its inception, more than \$3.1 million has been allocated to neighborhood safety projects through the NSP. While program funding from the City has remained the same over the years at \$350,000 per year, staff has leveraged more than \$800,000 from private development fees, grants, and other City programs over the life of the program. For the list of all NSP projects to date and costs, see Attachment A, "Status of 2014-2021 NSP Projects."

The current dedicated funding source for the NSP is the Pedestrian and Bicycle Safety allocation from the 2012 Street Levy at \$150,000 per year.

Historically, the Walkable Kirkland Initiative also has provided \$200,000 annually to the program budget. When it was established in the 2015-2020 Capital Improvement Program, the Walkable Kirkland Initiative was funded from retiring debt related to the downtown parking garage at the end of 2014. The funds were earmarked for one-time needs in both the NSP and Safe Walk Routes to School Program through 2020. Below is an excerpt from the 2015-2016 Budget (page viii) describing the source of funds:

Approximately \$.39 million per year resulting from retiring debt at the end of 2014 is included as a set aside in the 2025-16 budget in anticipation of offsetting the loss of the Annexation Sales Tax Credit in 2021. These funds are available for one-time needs in 2015-2016 (a total of \$.78 million) and the City Manager is recommending to use them to establish a Walkable Kirkland Initiative that would continue through 2021. This additional investment, and the potential use of the set-aside funds until the Annexation Sales Tax Credit expiration, will supplement and accelerate the Street Levy Pedestrian Safety and Safe School Walk route investments and related projects identified in the Transportation Master Plan.

Beginning with this year's NSP, these Walkable Kirkland funds are no longer available for the NSP. Council had previously agreed in concept that the \$200,000 per year would be replaced by School Zone Safety Camera revenues above net program operations costs. Staff is therefore recommending the use of School Zone Speed Cameras Program reserve, which currently has a balance of \$546,240. This has been an intended use for that reserve; however, staff wishes to confirm with Council that these funds may be used for this purpose, especially since the cameras had been off while schools were not meeting in person because of the pandemic. If the Council approves of this usage, then staff will return to a future Council meeting with a fiscal note authorizing the expenditure.

2021 Neighborhood Safety Program Schedule

The NSP schedule has remained relatively unchanged over the years. Although the pandemic had an impact on staff work plans and priorities, the 2021 NSP remained generally on track with previous schedules, though outreach was modified in 2020. Overall, the process starts each year with an outreach effort for project ideas through the Suggest-A-Project interactive map in the late spring and summer months, which culminates in a list of viable project suggestions from the public in late August. Outreach in 2020 was limited because of the inability to have NSP-focused in-person meetings or attend regular neighborhood association meetings. Despite a relatively lower amount of community outreach during the spring and summer, there were still several project ideas that had been collected throughout the year. As in prior years, this list was sent to the neighborhoods for their review and prioritization before the December due date for Project Ideas.

Below is an overview of the 2021 NSP timeline:

Project Idea Forms Due: December 21, 2020
Project Conferences: Mid-February 2021 (Zoom)
Applications Available: February 19, 2021
Applications Due: February 28, 2021
Staff Review/Technical Scores: March 5-9, 2021
Panel Review:
 First Meeting: March 11, 2021 (Zoom)
 Second Meeting: March 18, 2021 (Zoom)
 Panel Decision: March 23, 2021 (Zoom)
Transportation Commission Presentation: March 24, 2021
City Council Decision: April 20, 2021
Projects Announced: April 21, 2021
Projects Completed By: June 2022

Review and Prioritization

Neighborhood leaders and staff work closely each year to continuously improve a prioritization process that adheres to the *Transportation Master Plan* (TMP) criteria for funding safety improvements. The TMP criteria include:

- **Improved 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 filling gaps by connecting existing sidewalks.
- **Connect to Transit**—Complete walkways allowing access to regional and local 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 generally should have a higher priority. However, caution must be exercised so that high cost, high value projects are also considered.
- **Title VI**—Give priority to projects that serve higher risk populations. Higher risk includes populations with inactivity and/or poor health including people living in poverty, minorities, the elderly, and or/people with disabilities.

Projects are reviewed by the NSP staff Project Team as well as a Neighborhood Panel of representatives from the neighborhoods. Both groups conduct their own scoring process to generate two sets of scores: 1) the Project Team score (Technical Score), and 2) the Neighborhood Panel score. The Technical Score is the first part of a project's score, and the specific sub-criteria applied by the NSP staff team to each project is detailed in Attachment B, "Project Team Scoring Criteria." The second part of each project's score is from the Neighborhood Panel, which uses a set of criteria based on Neighborhood Benefit, Community Benefit, and Project Partnerships (see Attachment C, "Neighborhood Panel Criteria"). Each Neighborhood Panel member scores each project, and the average of the Panel members' scores for each project determines each project's Neighborhood Panel score. The Technical Score and the Neighborhood Panel Score then are added for each project, resulting in a final combined score for each project. All the projects then are arrayed highest to lowest by their combined scores, with priority placed on the highest scores.

Project Recommendations

As illustrated in Table 1, below, there are three priority levels for NSP projects, with the highest priority being very likely to be funded. Funding for the projects in the second tier will be determined after more specific engineering estimates are completed and project bids are submitted. For the last several years, approximately four projects (out of an average of 10 projects per year) have exceeded the intended NSP project limit of \$50,000. Despite being beyond the \$50,000 threshold, these projects have been approved by the Neighborhood Safety Panel and the City Council because they are high priority projects addressing important safety concerns. In 2021, five of the ten projects exceed the intended NSP project limit.

Table 1: Neighborhood Safety Program Project Recommendations

2021 Project Recommendations				General Cost Estimate	
Points	NSP #	Project Name	SRTS*	Low	High
Top Priority					
122	21NSP01	JN-1 Crosswalks at 108th Ave NE and NE 137th Pl	JN 23	\$35,000	\$50,000
115	21NSP02	EH_1 Rapid Flashing Beacon on 132nd Ave NE at NE 129th Street	-		+\$50,000
115	21NSP03	NRH_1 Rapid Flashing Beacon and crosswalk across 124th Avenue NE at NE 104th Street	NRH 05		+\$50,000

Moderate Priorities					
104	21NSP04	MB_1 Rapid Flashing Beacon at State St and 2nd Ave S	MB 04		+\$50,000
103	21NSP05	HL_1 Crosswalk across 116th Ave NE on the north side of NE 95th St	-	\$15,000	\$35,000
101	21NSP06	EV_1 Radar Speed Sign on NE 68th Street west of I-405	-		+\$50,000
98	21NSP07	FH_1 Rapid Flashing Beacon across 84th Ave NE near NE 141st St	FH 25		+\$50,000

Lower Priorities					
95	21NSP08	NK_1 Crosswalks on two legs of 3rd St and 4th Ave	-	\$1,000	\$15,000
93	21NSP09	MK_1 Crosswalk across Waverly Way at 2nd St W	-	\$15,000	\$35,000
83	21NSP10	CH_1 Crosswalks at 106th Ave NE and NE 55th St	-	\$15,000	\$35,000

***SRTS: Safer Routes to School Action Plans.** The Neighborhood Panel requested that staff highlight that four of the ten projects in this year's NSP are specific projects identified in the [Safer Routes to School Action Plans](https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division/Safer-Routes-to-School-Action-Plans)¹, including two in the top priority NSP category. Values in this column are the specific project identifiers from the Action Plans.

¹ Safer Routes to School Action Plans: <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division/Safer-Routes-to-School-Action-Plans>

The adopted 2021-2022 CIP does include \$1,049,000 million dollars as a placeholder for SRTS implementation. This amount includes \$300,000 of Street Levy funds with the remainder from REET 2. REET projects must be included in the Capital Facilities Plan and so the REET 2 would not be immediately available. But the Council could choose to use the \$300,000 towards some of these 2021 SRTS NSP projects.

For a map of the projects, see Attachment D.

Three neighborhoods did not apply for funding this year: Lakeview, South Rose Hill/Bridle Trails, and Totem Lake. However, both the Lakeview and South Rose Hill/Bridle Trails Neighborhoods had a representative on the NSP Panel.

Over the last two years, the average cost of projects has increased significantly, particularly for those projects involving rapid flashing beacons or radar speed signs. This has resulted in fewer projects being funded. Table 2, below, shows an overview cost breakdown of average cost, number of funded projects, and total cost of projects.

Table 2: Overview Cost of NSP Projects

Year	Average Cost	Number of Funded Projects	Total Cost of Projects
2014	\$49,697	8	\$397,572
2015	\$47,928	12	\$575,134
2016	\$32,780	14	\$458,920
2017	\$48,559	8	\$388,473
2018	\$39,642	10	\$396,418
2019	\$78,777	7	\$551,439
2020	\$111,744	4	*\$446,977
2021	\$112,800	3	**\$338,400

*High level cost estimates for the top priority projects (based on 75% engineer's estimate, including in-house and consultant costs).

**Preliminary high level cost estimates for the top priority projects (based on recent bids for similar projects).

Status of Prior NSP Projects:

Attachment A identifies the status of all NSP projects since program inception. The timeline for the 2020 NSP projects has been impacted by the City securing a federal grant to help fund the intersection improvements at Central Way and Market Street. Staff anticipate putting the 2020 NSP projects to bid this coming May, with construction expected to be completed by August 2021. All other projects are complete.

NEIGHBORHOOD STREET LIGHT PROJECTS

The City Council authorized one-time funding for the Neighborhood Street Light Projects during the adoption of the updated 2017-2022 Capital Improvement Program (CIP) in December 2017. The source of funding was an available balance of \$198,000 from the closure of ST 0088 000—Arterial Street light LED Conversion. The program originally was intended to provide a neighborhood street light selection process similar to the NSP, and the program was created in partnership with KAN and Neighborhood Associations in early 2018 following Council adoption of the CIP. Based on that partnership, the program developed into a process based on technical assessment aimed at correcting light deficiencies at uncontrolled marked crosswalks. It has a spending limit of \$100,000 per year and primarily has focused on:

1. High risk crosswalks at intersections; and
2. Crosswalks located on arterials, school walk routes, and other locations with high crash exposure.

Crosswalk Prioritization

As part of program development, the City's Transportation Division compiled a list of existing crosswalks with deficient street lighting on major City streets and completed an initial ranking based on risk. The list is updated yearly as locations that have been improved are removed and new candidate locations are added, evaluated, and ranked. For evaluation, the crosswalks were categorized by street functional classification (neighborhood, collector, or arterial), whether the crosswalk was on a school walk route, crash history and exposure, the North Carolina system of evaluating risk (which is based on speed, volumes, and number of lanes), and facility type (i.e., midblock versus intersection crossing). The priorities were ranked as follows:

1. Arterials were scored the highest (highest on speeds and volumes), followed by collectors (lower speeds and volumes) and then neighborhood streets (lowest speeds and volumes);
2. School Walk Routes scored higher because these have relatively high risk of potential conflicts during school hours;
3. Crosswalks with one or more documented crashes scored higher than those without a crash history; and
4. Crosswalks with a North Carolina system rating N scored the highest (in a high conflict zone needing more than a marked crosswalk), followed by P (probably could use an improvement) or C (considered adequate).

Overall, crosswalks that scored the highest are ones crossing arterials at intersections on school walk routes with high crash exposure and high North Carolina rating.

Lighting improvements at crosswalks require a lighting analysis in order to determine the appropriate type of lighting improvement at each location. Typical recommendations consist of:

1. Upgrade from High-Pressure Sodium (HPS) to Light Emitting Diode (LED) fixtures—School Walk Routes scored higher because these have relatively high risk of potential conflicts during school hours;
2. Replacement of lower LEDs with more powerful LEDs; or
3. Addition of an LED street light to an existing power pole. New poles are required when a pole does not already exist, an existing pole does not have room to add a street light, or the pole is not the type to be able to add a street light.

Street Light Progress

Staff has provided a 2021 Neighborhood Street Light Progress overview (see Attachment E), with four tables:

- Table 1 contains a list of the 14 street lighting improvements that were installed in 2020.
- Table 2 lists four crosswalk locations that were pending at the end of 2020. One of these locations, NE 80th Street at 126th Avenue NE, was implemented early in 2021. The other three locations still are pending implementation in 2021.
- Table 3 lists 15 priority high risk light-deficient crosswalk sites considered for lighting improvements in 2021, identified by the City's Transportation Division. For those

candidate locations, the result of pending lighting analysis will determine the appropriate lighting improvements. The number of sites that can be completed will be informed by how many can be resolved with upgrading fixtures versus installing new poles. Funding availability will be the deciding factor in determining the exact number of locations to be implemented in 2021.

- Table 4 summarizes estimated funding availability at the end of 2019, expenses incurred in 2020, and available funding for 2021. Since estimated funding availability at the end of 2019 was \$111,896 and estimated expenses in 2020 were \$36,120, available funding for 2021 is approximately \$75,776. It should be mentioned that the available funding in 2021 also must cover the cost (yet to be determined) of two of the pending City locations shown on Table 3: NE 38th Place/South Kirkland Park-and-Ride and Kirkland Avenue/KPC.

The 2021 candidate sites listed in Table 3 of Attachment E will be submitted to Puget Sound Energy (PSE) for analysis and design, until the balance remaining from the original \$198,000 is expended.

NEXT STEPS:

Following a City Council briefing on April 20, staff will seek Council approval by motion of the prioritized NSP project list. Staff also will seek Council direction about the use of \$200,000 from the School Zone Speed Cameras Program reserves for the 2021 NSP. Given Council direction at the April 20 Council meeting, staff intends to return at the May 4 Council meeting with a fiscal note authorizing the expenditure.

Staff is not seeking additional Council action on the Neighborhood Street Lights Projects at this time. Staff will continue to work with PSE to install street lights and poles at the 2021 candidate locations until the funding is exhausted.

Attachment A: Status of 2014-2021 NSP Projects

Attachment B: NSP Technical Criteria

Attachment C: NSP Neighborhood Panel Criteria

Attachment D: NSP Map of 2021 Projects

Attachment E: 2021 Neighborhood Street Light Progress

			Status of 2014-2021 NSP Projects								Attachment A			
Count	Type	Neighborhood	Project #	Project Description	JFK [NM 0073]	Walkable Kirkland [NM 6-201]	Levy - Ped. [NM 6-200]	Crosswalk [NM 0012]	Private Dev./LWSD	Levy - School Rts [NM 6-100]	Other City Programs	Total Project Costs/Estimate	Status	Accept Memo
		2014 Council Update	2014											ACCEPT
1	RFB	Evergreen Hill	14NSP01	Rapid Flashing Beacon on NE 132nd Street at 121st Ave NE and turn lane (east to north bound)					\$ 120,867			\$ 120,867	Complete	\$ 120,867
2	RFB	Finn Hill	14NSP02	Rapid Flashing Beacon on Juanita Drive at NE 137th Street connecting Big Finn Hill Park trails							\$ 60,630	\$ 60,630	Complete	\$ 60,630
3	Crosswalk and v	Finn Hill	14NSP03	Crosswalk and curb along 84th Ave NE from NE 139th Street to NE 141st Street	\$ 975							\$ 975	Complete	\$ 975
4	RFB	Juanita	14NSP04	Rapid Flashing Beacon on NE 132nd Street at 105th Ave NE	\$ 61,174					\$ 3,003		\$ 64,177	Complete	\$ 61,174
5	CKC Connection	Juanita	14NSP05	Trail Connection at Forbes Creek Drive and the CKC - between 113th Court NE and 115th Court NE	\$ 11,006					\$ 1,794		\$ 12,800	Complete	\$ 12,800
6	Crosswalk	Finn Hill	14NSP06	Crosswalk markings along 90th Ave NE at NE 134th Street, NE 137th Street, and NE 139th Street	\$ 46,845					\$ 2,245		\$ 49,090	Complete	\$ 46,845
7	Crosswalk	Finn Hill	14NSP07	Crosswalk markings along NE 145th Street at 84th Ave NE, 88th Ave NE, and 92nd Ave NE	\$ 30,000							\$ 30,000	Complete	\$ 30,000
*	RFB	Juanita	Grant	Rapid Flashing Beacon on Juanita Drive at 93rd Avenue NE							\$ 59,033	\$ 59,033	Complete	\$ 59,033
	2015 Award	2015 Accept	2015											ACCEPT
8	CKC Connection	Lakeview, Central	15NSP01	Stairs from NE 68 th Street to the CKC		\$ 66,970				\$ 9,989	\$ 17,500	\$ 94,459	Complete	\$ 94,460
9	CKC Connection	Moss Bay	15NSP02	Sidewalk on north side of Kirkland Avenue at 6 th Street South		\$ 78,947				\$ 3,708		\$ 82,655	Complete	\$ 82,655
10	RFB	Finn Hill	15NSP03	Rapid Flashing Beacon on 84th Avenue NE at NE 138th Street crosswalk		\$ 37,273				\$ 1,507		\$ 38,780	Complete	\$ 38,780
11	CKC Connection	Highlands	15NSP04	Stairs and bridge connection from 116 th Avenue NE to the CKC		\$ 9,523						\$ 9,523	Complete	\$ 9,523
12	CKC Connection	Central Houghton	15NSP05	Improved connection from NE 60th Street to the CKC		\$ 5,320						\$ 5,320	Complete	\$ 5,319
13	RFB	North Rose Hill	15NSP06	Rapid Flashing Beacon at crosswalk on 132 nd Avenue NE at NE 97 th Street			\$ 8,000	\$ 57,029		\$ 3,252		\$ 68,281	Complete	\$ 65,029
14	Crosswalk	Central Houghton	15NSP07	Crosswalk improvements on 112th Avenue at NE 68th Street			\$ 9,016			\$ 331		\$ 9,347	Complete	\$ 9,347
15	RFB	North Rose Hill	15NSP08	Rapid Flashing Beacon at crosswalk on 132 nd Avenue NE at NE 93 rd Street			\$ 17,514	\$ 12,971		\$ 43,016		\$ 73,501	Complete	\$ 70,437
16	RFB	South Rose Hill/B	15NSP09	Rapid Flashing Beacon on NE 70 th Place at 130 th Avenue NE			\$ 44,350					\$ 44,350	Complete	\$ 44,350
17	RSS	Finn Hill	15NSP10	Radar speed signs (2) on Juanita Drive (in the vicinity of Woodlands Park and west of Juanita Beach Park)		\$ 1,967	\$ 41,228			\$ 5,164		\$ 48,359	Complete	\$ 48,359
18	Crosswalk	Norkirk	15NSP11	Crosswalk improvements on 7 th Avenue S. at 1 st Street, 4 th Street, and 5 th Street			\$ 29,892			\$ 2,767		\$ 32,659	Complete	\$ 32,659
19	RFB	Market	Grant	Rapid Flashing Beacon on Market and 4th Street							\$ 67,900	\$ 67,900	Complete	\$ 67,900
	2016 Award	2016 Accept	2016											ACCEPT
20	Intersection	Everest	16NSP01	Intersection study for Kirkland Way and Railroad Ave		\$ 7,500						\$ 7,500	Complete	\$ 7,500
21	Intersection	South Rose Hill/B	16NSP02	Intersection study for 124th Ave NE and NE 80th Street		\$ 7,500						\$ 7,500	Complete	\$ 7,500
22	CKC Connection	Moss Bay	16NSP03	Stair connection near 2nd Ave at the CKC	\$ 19,515							\$ 19,515	Complete	\$ 19,515
23	Walkway	Finn Hill	16NSP04	Extruded curb along 87th Ave NE and 134th Street	\$ 68,264				\$ 10,000			\$ 78,264	Complete	\$ 75,175
24	Crosswalk	Evergreen Hill	16NSP05	Crosswalk island on 124th Ave NE at 142nd Place	\$ 11,290	\$ 12,637			\$ 26,000			\$ 49,927	Complete	\$ 55,030
2	Crosswalk	Moss Bay	16NSP06	New crosswalk with ramps on Kirkland Ave at Marina Park							\$ 6,600	\$ 6,600	Complete	\$ 40,837
26	Walkway	Norkirk	16NSP07	Sight distance improvement at 15th Ave and 4th Street	\$ 19,640						\$ 25,000	\$ 44,640	Complete	\$ 49,360
27	RFB	Market	16NSP08	Rapid Flashing Beacon on Market Street at 7th Ave W			\$ 53,071					\$ 53,071	Complete	\$ 44,964
28	RFB	Central Houghton	16NSP09	Rapid Flashing Beacon on 108th Ave NE at 62nd Street			\$ 84,292					\$ 84,292	Complete	\$ 59,873
29	Walkway	Juanita	16NSP10	Trail lighting and gravel on walkway to NE 126th Street from NKCC	\$ 13,331				\$ 32,500			\$ 45,831	Complete	\$ 65,035
30	CKC Connection	Everest	16NSP11	Gravel walkway along 8th Street South and Railroad Ave to the CKC	\$ 42,160							\$ 42,160	Complete	\$ 52,989
31	Walkway	Norkirk	16NSP12	Asphalt walkway along 7th Ave between 6th & 8th Streets	\$ 10,800							\$ 10,800	Complete	\$ 5,514
32	CKC Connection	Highlands	16NSP13	Trail connection at the end of 111th Ave NE to the CKC							\$ 1,320	\$ 1,320	Complete	\$ 1,320
33	Intersection	Evergreen Hill	16NSP14	Intersection study at NE 132nd Street and 136th Ave NE							\$ 7,500	\$ 7,500	Complete	\$ 7,500
			Project #	Project Description	JFK [NM 0073]	Walkable Kirkland [NM 6-201]	Levy - Ped. [NM 6-200]	Crosswalk [NM 0012]	Private Dev./LWSD	Levy - School Rts [NM 6-100]	Other City Programs	Total Project Costs/Estimate	Status	Accept Memo
Award	2017 Phase 2 Accept	2017 Phase 1 Accept	2017											Accept 1
34	RSS	Evergreen Hill	17NSP01	Radar Speed Signs on NE 143rd Street and 132nd and 128th Avenue NE		\$ 70,463						\$ 70,463	Complete	#####
35	RFB	Juanita	17NSP02	Rapid Flashing Beacon on NE 120th Place south of NE 122nd Street			\$ 124,938					\$ 124,938	Complete	#####
36	Crosswalk	Finn Hill	17NSP03	Crosswalk Improvement at NE 138th Street and 84th Avenue NE							\$2,601	\$ 2,601	Complete	#####
37	RFB	Totem Lake	17NSP04	Rapid Flashing Beacon on 116th Avenue NE at 12500 block		\$ 71,138	\$ 25,062					\$ 96,200	Complete	#####
38	Traffic Control	Central Houghton	17NSP05	Reflective Pavement Markers on NE 68th Street at 110th Avenue NE (criteria not met for radar speed signs)							\$713	\$ 713	Complete	####
39	Intersection	Everest	17NSP06	Intersection Improvements on Kirkland Way and Railroad Avenue		\$54,625						\$ 54,625	Complete	#####
40	Intersection	South Rose Hill/B	17NSP07	Intersection Improvements on 124th Avenue NE and NE 80th Street		\$3,774					\$17,567	\$ 21,341	Complete	#####
41		Norkirk		Walkway Improvement on 7th Avenue at 5th Street							\$17,592	\$ 17,592	Complete	#####
	2018 Award	2018 Accept	2018											2018 Accept
42	Bike	Juanita	18NSP01	Bicycle Improvements 98th Ave and 100th Ave NE					\$ 34,379			\$ 34,379	Complete	\$ 34,379
43	RSS	Evergreen Hill	18NSP02	Radar Speed Sign on 132nd Ave NE near NE 135th St		\$ 27,988					\$ 25,000	\$ 52,988	Complete	\$ 52,988
44	RSS	Everest	18NSP03	Radar Speed Signs on Kirkland Way at CKC		\$ 34,069	\$ 64,485					\$ 98,554	Complete	\$ 98,554
45	CKC Connection	Central Houghton	18NSP04	Trail Connection on the CKC at NE 53rd Street		\$ 4,989						\$ 4,989	Complete	\$ 4,989
46	Walkway	Norkirk	18NSP05	Walkway Improvement on 7th Ave from 5th to 6th Streets		\$ 79,981						\$ 79,981	Complete	\$ 79,981
47	CKC Connection	Highlands	18NSP06	Stair Improvements for CKC connection along NE 100 Street at Cotton Hill Park		\$ 7,228						\$ 7,228	Complete	\$ 7,228
48	RFB	South Rose Hill/B	18NSP07	Rapid Flashing Beacon on NE 70th Street at 120th Ave			\$ 61,670					\$ 61,670	Complete	\$ 61,670
49	Crosswalk	Moss Bay	18NSP08	Crosswalk at Lakeshore Plaza at Marina Park		\$ 10,903						\$ 10,903	Complete	\$ 10,903
50	RSS	Finn Hill	18NSP09	Radar Speed Sign on 131st Way east of 94th Ave NE		\$ 37,209						\$ 37,209	Complete	\$ 37,209

51	Highlands		ADA Ramp at Forbes Creek Park							\$ 8,518	\$ 8,518	Complete	\$ 8,518
	2019 Award	2019 Accept	2019										2019 Accept
52	Walkway	Finn Hill	19NSP01	Raised sidewalk on corner of NE 134th Street at 87th Ave NE	\$ 68,516	\$15,986.89					\$ 84,503	Complete	\$ 84,503
53	RFB	Evergreen Hill	19NSP02	Rapid Flashing Beacon on NE 132nd Street at 129th Pl NE						109482.1329	\$ 109,482	Complete	\$ 109,482
54	Traffic Control	Totem Lake	19NSP03	Traffic median island on Slater Ave NE at NE 119th Street	\$ 19,674	\$19,609.41					\$ 39,283	Complete	\$ 39,283
55	Intersection	Highlands	19NSP04	Intersection improvement on NE 87th Street at 114th Ave NE	\$ 56,055						\$ 56,055	Complete	\$ 56,055
56	Walkway	Juanita	19NSP05	Walkway on NE 120th Street between 93rd Pl NE and 96th Ave NE	\$ 44,454						\$ 44,454	Complete	\$ 44,454
57	Crosswalk	Lakeview	19NSP06	Crosswalk on Lakeview Drive north of 64th Street	\$ 60,438						\$ 60,438	Complete	\$ 60,438
58	RFB	Central Houghton	19NSP07	Rapid Flashing Beacon on 108th Ave at NE 46th Street	\$ 16,591	\$93,655.89					\$ 110,247	Complete	\$ 110,247
			2020										
59	RFB, Island	Market	20NSP01	Intersection improvements at Central Way and Market		\$ 94,530					\$ 94,530	Completion Summer 2021	
60	Crosswalk	Evergreen Hill	20NSP02	Crosswalk on 132nd Ave NE at NE 129th Street	\$ 105,664						\$ 105,664	Completion Summer 2021	
61	RFB	Finn Hill	20NSP03	Rapid Flashing Beacon on 84th Avenue NE at NE 137th St	\$ 96,472	\$ 5,470					\$ 101,942	Completion Summer 2021	
62	RFB	Moss Bay	20NSP04	Rapid Flashing Beacon on Central Way at Main	\$ 44,842		\$ 100,000				\$ 144,842	Completion Summer 2021	
65	Walkway	Highlands	20NSP07	Pedestrian safety at 110th Ave NE and CKC						(CKC opportunity fund)		Completion Summer 2021	
			2021										
66	RFB, Island	Juanita	21NSP01	Crosswalks at 108th Ave NE and NE 137th Pl								Completion Spring 2022	
67	Crosswalk	Evergreen Hill	21NSP02	RFB on 132nd Ave NE at NE 129th Street								Completion Spring 2022	
68	RFB	North Rose Hill	21NSP03	RFB and crosswalk across 124th Ave NE at NE 104th St								Completion Spring 2022	
				TOTAL NSP	\$ 150,000	\$ 1,315,073	\$ 805,407	\$ 170,000	\$ 223,746	\$ 76,776	\$ 426,956	\$ 3,167,958	

Possible
Points

2021 NSP Project Team Scoring Criteria

Transportation Master Plan Policy		100
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:		
Improve safety —Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.		38
Crashes: 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
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
	Number of Lanes (2=1, >2=2) (turn lane counts as one lane)	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)	
	Between 3,001-15,000 average daily trips (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 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
Motorized and Nonmotorized Safety: 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
Make Connections —Give high priority to projects that fill gaps by connecting existing sidewalks.		16
Sidewalks: 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
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)	
	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
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
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 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)	
Link: 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)	

continued on next page >>

2021 NSP Project Team

Possible
Points

Transportation Master Plan Policy		100
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:		
Title VI—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.		16
Equity and Social Justice: Based upon WSDOT ALPACA & OSPI Report Card. * Weighted annually based on applicants.	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)	
Transportation Master Plan: 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.		4
Consistency with Plans: 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.) 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	
Neighborhood Association Support: 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 1 (2)	
	Project Priority 2 (0)	
Transportation Master Plan: 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.		4
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)	
Maintenance		4
Maintenance of Project: 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)	

*Application for Local Planning and Community Accessibility:

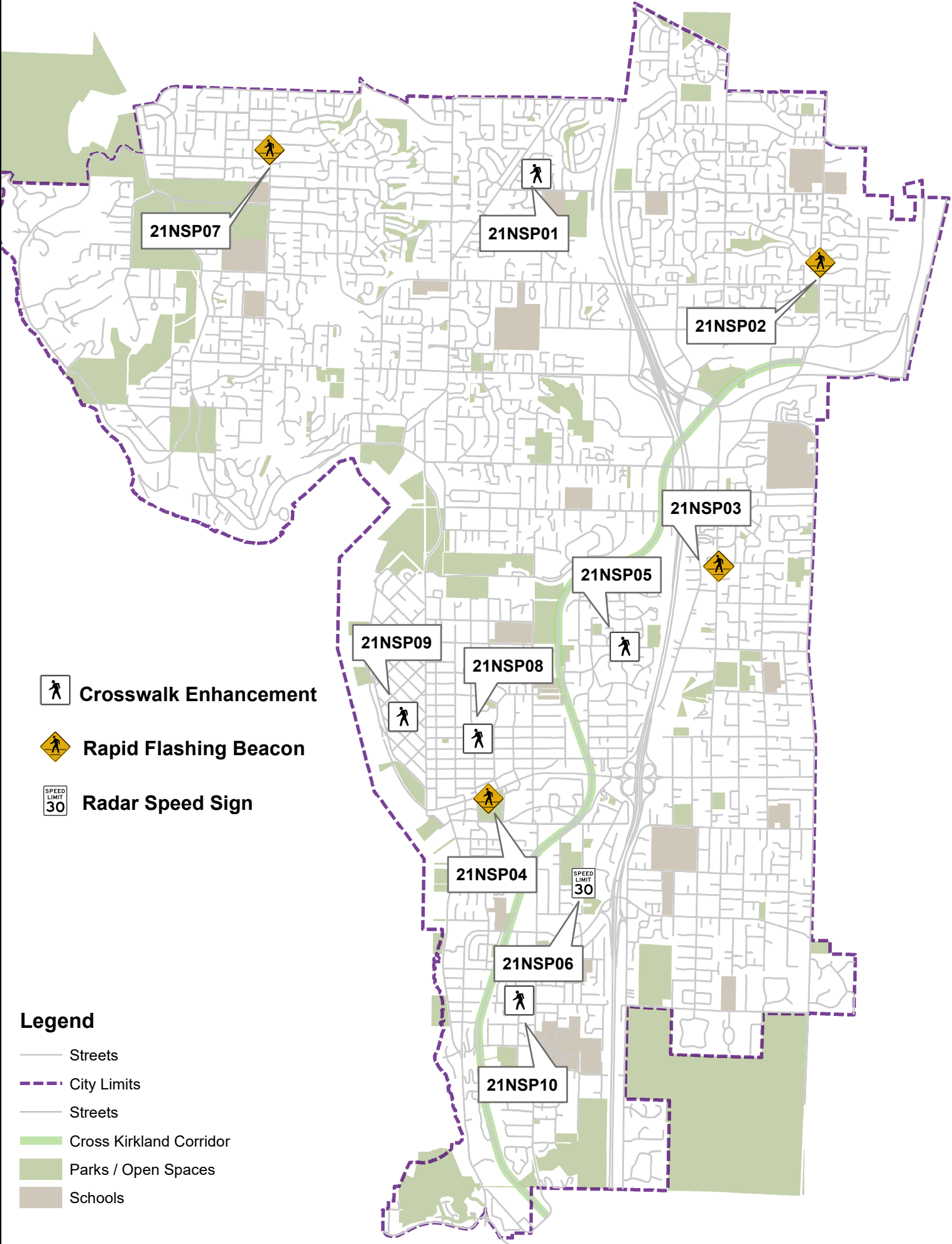
<http://www.wsdot.wa.gov/mapsdata/tools/communityaccessibility/>

Office of Superintendent of Public Instruction:

<http://reportcard.ospi.k12.wa.us/summary.aspx?groupLevel=District&schoolId=1519&reportLevel=School&year=2014-15>

2021 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.	100
Neighborhood Benefit/Support (Up to 60 points)	
Neighborhood Benefit: Consider the following factors when deciding how many points to assign to each project: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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



Attachment E - 2021 Neighborhood Street Light Progress

Table 1 2020 Projects													
Number	Primary Street	Nearest cross street	<div> <div>St. Functional Type</div> <div>School Walk Route</div> <div>NC Rating</div> <div>Facility Type</div> <div>Crash Exp.</div> <div>Total Score</div> <div>PSE Site Number</div> <div>2020 Implementation Date</div> <div>Type of Improvement</div> <div>Cost</div> <div>Comments</div> </div>										
1	NE 70TH PL	E OF 130TH AVE NE	3	0	2	3	5	13	40	4-Mar		\$2,468.88	
2	NE 95TH ST	E OF 130TH AVE NE	2	3	1	3	0	9	41	2-Jun		\$730.25	
3	108TH AVE NE	S OF NE 60TH ST	3	3	1	3	0	10	42	2-Jun		\$1,369.62	
4	6TH ST	S OF 10TH AVE	2	3	1	3	0	9	43	7-Jun		\$729.92	
5	18TH AVE	E OF 5TH PL	2	3	1	3	0	9	44	8-Jun		\$729.92	
6	NE 100TH ST	W OF 130TH AVE NE	2	3	1	3	0	9	45	7-Jun		\$364.96	
7	NE 95TH ST	E OF 128TH AVE NE	2	3	1	3	0	9	46	13-Jun		\$1,672.77	
8	6TH ST	S OF 13TH AVE	2	3	1	3	0	9	47	1-Jun		\$729.92	
9	84TH AVE NE	S OF NE 137TH ST	2	3	1	3	0	9	48	1-Jul		\$729.92	
10	NE 132ND ST	E OF 80TH AVE NE	2	3	1	3	0	9	49	6-Jul		\$2,615.65	
11	7TH AVE	E OF 2ND ST	2	3	1	3	0	9	50	7-Jul		\$700.12	
12	NE 100TH ST	E OF 125TH AVE NE	2	3	1	2	0	8	52	13-Nov		\$11,745.16	
13	NE 95TH ST	E OF 126TH AVE NE	2	3	1	2	0	8	53	19-Oct		\$364.96	
14	NE 136TH ST	E OF 94TH AVE NE	1	3	1	3	0	8	54	17-Dec		\$11,167.72	

Table 2 Pending Projects													
	NE 38th Place	South Kirkland PR	2	0	2	2	0	6	36				Pending Lighting Analysis. Will not be a PSE owned street light
	Kirkland Ave	KPC	2	0	1	2	0	5	37				Pending Lighting Analysis.
3	NE 80th St	126th Ave NE	3	3	1	3	0	10	17			\$22,354.24	Was implemented in early 2021
4	Lakeview Dr	NE 60th St (2)	2	3	1	3	0	9	21			\$5,912.19	Lighting Analysis Under Review. Will be implemented in 2021, Cost Estimate May Change

Table 3 2021 Candidates													
1	NE 60TH ST	E OF 122ND AVE NE	2	3	1	2	0	8					Pending Lighting Analysis.
2	84TH AVE NE	N OF 138TH ST	2	3	1	3	0	9					Pending Lighting Analysis.
3	NE 140TH ST	E OF 129TH PL NE	1	3	1	3	0	8					Pending Lighting Analysis.
4	NE 144TH ST	E OF 126TH AVE NE	2	3	1	2	0	8					Pending Lighting Analysis.
5	NE 140TH ST	W OF 126TH AVE NE	1	3	1	3	0	8					Pending Lighting Analysis.
6	NE 60TH ST	W OF 125TH LN NE (THE ONE WITHOUT CURB EXTENSIONS)	2	3	1	2	0	8					Pending Lighting Analysis.
7	128TH AVE NE	S OF NE 99TH LN	1	3	1	2	0	7					Pending Lighting Analysis.
8	130TH AVE NE	S OF NE 96TH PL	1	3	1	2	0	7					Pending Lighting Analysis.
9	NE 72ND PL	N OF -405 S OFFRAMP	3	0	2	2	0	7					Pending Lighting Analysis.
10	JUAN-WOOD WAY NE	NE OF NE 136TH PL	3	0	2	2	0	7					Pending Lighting Analysis.
11	124TH AVE NE	S OF NE 107TH ST	3	0	1	2	0	6					Pending Lighting Analysis.
12	108TH AVE NE	N OF NE 41ST DR	3	0	1	2	0	6					Pending Lighting Analysis.
13	4TH ST W	MARKET ST	1	0	1	3	0	5					Pending Lighting Analysis.
14	NE 124TH ST	E OF 95TH PL NE	2	0	1	2	0	5					Pending Lighting Analysis.
15	NE 132nd Street	W OF 82ND AVE NE	2		1	2	0	5					Pending Lighting Analysis.

LEGEND

2020 List	
New pole	
Luminaire Change Only	
2021 Candidate Locations	
COK	
To Be Determined	
Implementation in 2021	

PRIMARY EVALUATION CRITERIA AND SCORING

Street Functional Classification	Arterial = 3 Collector=2 Local=1
School Walk Route	Yes=3 No=0
Safety Risk per North Carolina Method	N=3 P=2 C=1
Facility Type	Intersection=3 Midblock Crosswalk=2 Sidewalk/shoulder=1
Crash Experience during the last five years	1 or more crashes=5 No Crashes=0

Table 4 Funding Summary

Initial Funding	\$198,000.00
Estimated Available Funds at the end of 2019	\$111,896.14
Estimated 2020 Expenses	\$36,119.77
Available at the end of 2020	\$75,776.37